



Scrap Book

5392

Islands cradled in a bed of shoals



Looking east by south over Muskeget, Tuckernuck and Nantucket from 5700 feet. The shoals, rips, eelgrass beds and numerous channels are easily visible from this altitude. Great Point can be seen at upper left. Note the lighter color of the shallow waters of Nan-

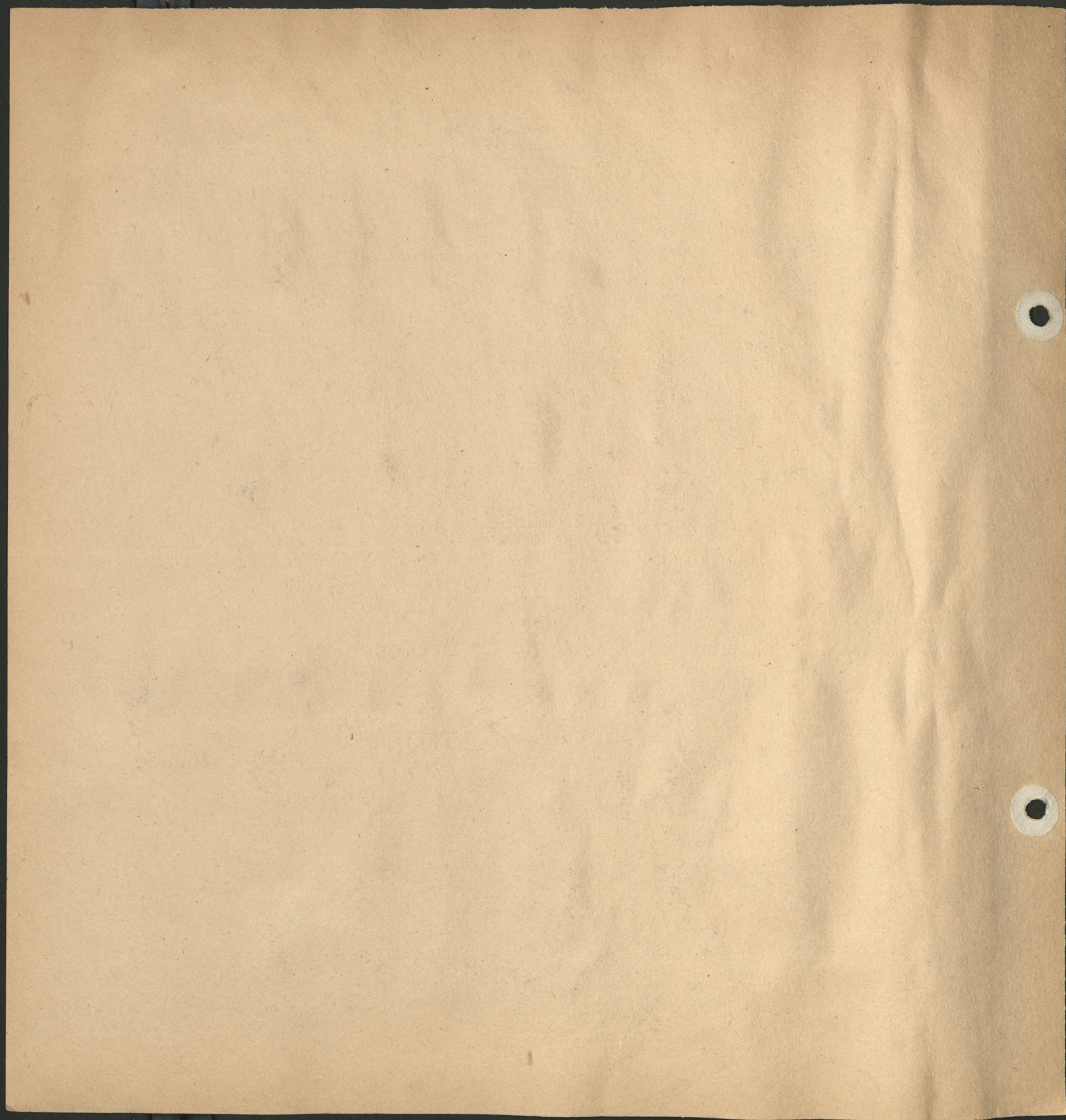
tucket Sound, and the darker shade of the deeper Atlantic waters at lower right. Retreating higher cloud mass stretches eastward out to sea. Lower cloud tops are at 4000 feet.



Actual-size detail from western edge of Geological Survey map shows offshore bottom contour lines and superb craftsmanship. It is interesting to note that cartographers persist in using "Warren Landing", whereas we've never heard or said anything other than "Warren's Landing". It is named for Warren Ramsdell, a Nantucketer who farmed and fished in the area a century and more ago.

Recipe for Peace

5 cups of love
2 cups of kindness
1 large pinch of understanding
1 pint of trust
2 oz. of brotherhood
Mix and feed to everyone in sight.



Secluded garden overlooks Polpis Harbor

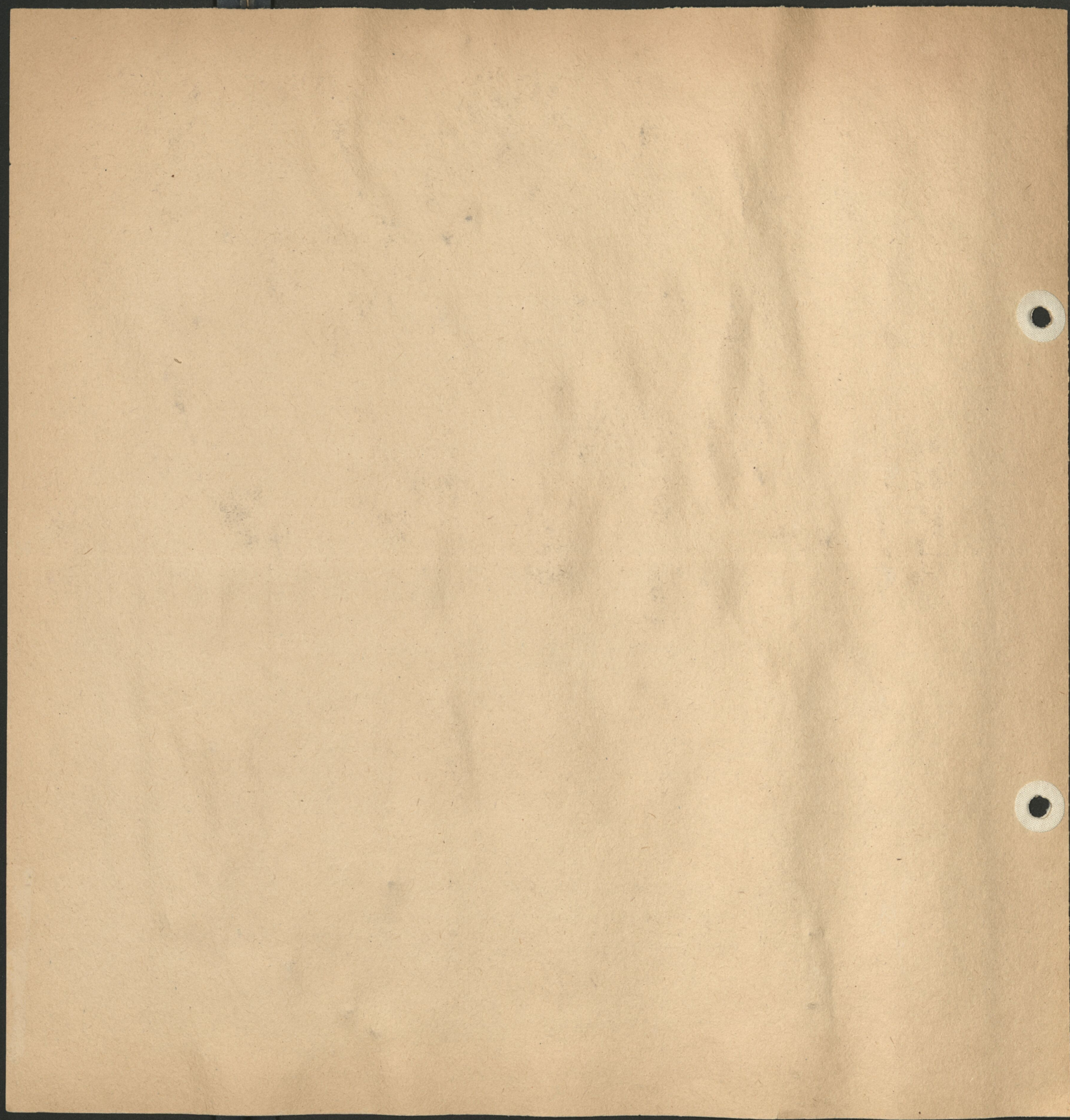
1974



Surf at Nobadeer

1974





Getting under way

July 1974



Schooner "Bill of Rights" falls off and fills her canvas in a gentle sou'westerly breeze as she bears away for Brant Point under all plain sail, outward bound. Summer morning haze hangs over the town in the background.

July 4th 1974
week-end

Nantucketers had a beautiful view of some of the best sailing vessels on the seas Monday afternoon. The most fortunate were those who saw the craft as they raced in across the sound, through the channel and around Brant Point under sail. The rest of us had to be satisfied with a look at them from the ends of Steamboat and Straight Wharf, the best vantage points from land. They included the "Shenandoah", "Bill of Rights", "Tabor Boy", "Pioneer", "Mya" and a couple of others (see Charlie Sayle's column for the full details.) They left before 9:30 Tuesday morning under hazy skies which were not conducive to excellent results photography-wise.

Both the "Bill of Rights" and the "Shenandoah" have been anchored in the harbor this week. The former has made two visits within the week, while the "Shenandoah" came in under full sail in the brisk breeze on Monday, anchoring just to the east of the "Bill of Rights".

The large white hulled knockabout schooner "Captain James Cook", that lay in at Straight Wharf Wednesday night, last week, was built by Smith and Rhuland, Lunenburg, N.S. in 1934 as a bank dory trawler. She was launched as the "E. Fred Zwicker", and carried that name until purchased by the Harry Lundeberg School of Seamanship in 1967. This school is run by the Seamen's Union and is located at Piney Point, Md. They own another large Nova Scotian bank fisherman, fitted with lower masts and top masts, and a number of steam and motor vessels of various types, so they give a young man most any kind of training needed for a life at sea. The "Cook" is a big vessel 128 feet long by 27 ft. 4 in. beam, and drawing about 15 ft. of water. She has short spars, having carried a diesel engine in her fishing days, as well as at present. If she had an all sail rig she would have spars around 95 ft. long. The "Cook" had 18 boys aboard this trip though she is fitted for 20. The 40 year old vessel has been well kept and it was a pleasure to see one of the few of the old bankers, tied at the wharf for a visit.

Friday about 2 p.m. folks down on the beach south of the Nantucket Shipyard saw a whirlwind make up near the old railroad track bed, and travel N.E. right along the driveway along the north side of the houses owned by Charlie and Bill Sayle. Young Billy Sayle and another saw the thing coming toward them on the beach, picking up grass and other objects along the way and took off in a hurry for the nearby scallop shanty. On the edge of the water was a ten foot row boat, quite heavy tied to an old float made of two 30 in. logs, with 4 or 5 foot of painter. The boat was picked up and whirled around on the end of the painter and dropped bottom up on the beach as the twister passed by. It just missed a sail boat moored a hundred feet out and as it passed, caused several others to swing on their moorings. The little twister was about 25 feet in diameter. It broke up after getting a little farther offshore.

1974

A phenomena 1974

Last Friday evening we were privileged to witness one of those "once in a lifetime" phenomena - a perfect circle around the sun with brilliant sundogs at the 9 and 3 o'clock positions. Above the circle were two equally brilliant inverted half rainbows - one above the other. The full circle of these rainbows could not be made out, but the entire picture was most spectacular. Dr. Thomas E. Drake spotted the phenomenon from his home in Madaket first and called us and we, in turn, called those people we knew who could see



Sunfish jockey for position on the starting line at the Bastille Day regatta held jointly by the First Point Sailing Association and the Sherburne Yacht Club.

"The Dartmouth, the Beaver and . . . the Bedford?"



The new quarterboard at the Pacific Club has replaced the ship Eleanor with the Bedford. The Pacific Club plaque, however has not been changed yet and still lists the Eleanor as one of the three ships the club commemorates. The plaque also has the wrong year (1785) for the entry of the Bedford up the Thames. The correct date is Feb. 6, 1783.

Almost everyone on the island, whether they be year-round residents, summer vacationers, or weekend infiltrators, knows the location of the Pacific Club. Only a handful, however, have noticed the historic change on the club's quarterboard.

Up until the spring of 1973, the quarterboard had inscribed upon it the names of the three ships that participated in the Boston Tea Party, the Beaver, the Dartmouth, and the Eleanor. All three vessels

were thought to be owned by the famous whaling merchant William Rotch of Nantucket, but this proved to be a false assumption. The Beaver and the Eleanor were under Rotch's control, but the Eleanor didn't belong to the merchant and wasn't a Nantucket-based ship. Realizing the discrepancy the board of the Pacific Club decided that a change should be made. They took the Eleanor off the quarterboard and replaced it with the Bedford,

another Rotch-owned ship.

The Bedford's historical significance is great: on February 6, 1783 it became the first ship to carry an American Flag into a British harbor. Said noted historian and Pacific Club secretary Edouard Stackpole, "We felt that the Bedford had a more significant part in the history of Nantucket than the Eleanor."

In his book "Whales & Destiny" Mr. Stackpole describes the Bedford's historic entrance into London: "The Bedford reached the English coast late in January 1783, arriving in the Downs on February 3, and proceeding up the Thames from Gravesend the next day. After a night at anchor off Greenwich, the Bedford continued her passage and on the morning of February 6 she came up to London, anchoring just below the Tower. From her main masthead she displayed the bright new flag of the newest nation - the Stars and Stripes of the United States. It created an instant sensation."

Rescue boat for Town dedicated Saturday



About 30 people attended the dedication of the new Town-owned Rescue Boat named "Madaket" held Saturday on the ramp in front of the Central Fire Station.

A letter of appreciation was read by Fire Chief John Gaspie, Jr., written in behalf of the children, Seth, Bobby and Rosemary, thanking the police and fire departments for their successful efforts in saving them from an overturned boat in Hummock Pond several months ago. They also made a gift of a radar reflector pad that can be used in locating the boat in heavy fog or foul weather.

After the letter was read the three children fired their water pistols at the boat to christen it and after the boat was accepted for the Town by Chairman Haley it was open to inspection.

Funds for the boat and its outboard motor, equipment and trailer was raised by public subscription through Robert Caldwell and the Lifesaving Museum on Polpis Road. Richard Brooks traveled the island over soliciting funds for the boat and Allen Mills, president of Nantucket Shipyard,

provided the Boston Whaler, its motor and equipment at cost which helped a great deal to bring the total cost within range of the funds available.

The boat will be available to both the police and fire departments for any rescue mission. It is presently kept within the Central Fire Station where it can be moved out in a hurry if needed. Firemen have tried the boat out in all the island ponds and have found no difficulty in getting it into the water except at the North Head of the Hummock Pond where it will be necessary to cut some of the brush so the trailer can be run to the water's edge.

Nantucket's old Town and County building receives national recognition

Editor's note: A number of Nantucket buildings have been selected by the Historic American Buildings Survey for recognition as "possessing exceptional historic or architectural interest and as being worthy of most careful preservation for the benefit of future generations and that to this end a record of its present appearance and condition has been made and deposited for permanent reference in the Library of Congress." The program is a part of the National Park Service. According to Blair Reeves, director of the Nantucket Preservation Institute, over 100 buildings on Nantucket have received such recognition. During

the coming weeks a brief sketch will be carried on some of the more familiar of such buildings such as the Pacific Club and the Unitarian Church.

Nantucket's venerable brick structure on Union and Washington streets, which for nearly a century and a half housed the offices of the Town's officials, and which passed into the possession of the Nantucket Historical Association in 1968, when the new municipal Town Building on Broad Street had been already activated, has been duly recognized by the U.S. Department of the Interior as an historic landmark.

Soon after the Historical Association accepted the old brick building it found the cost of renovation was beyond its resources, and at this point the Nantucket Historical Trust entered the picture and provided the funds necessary to accomplish the work. Today, the structure is the "home office" of the Association, providing a headquarters for Administrator and President,

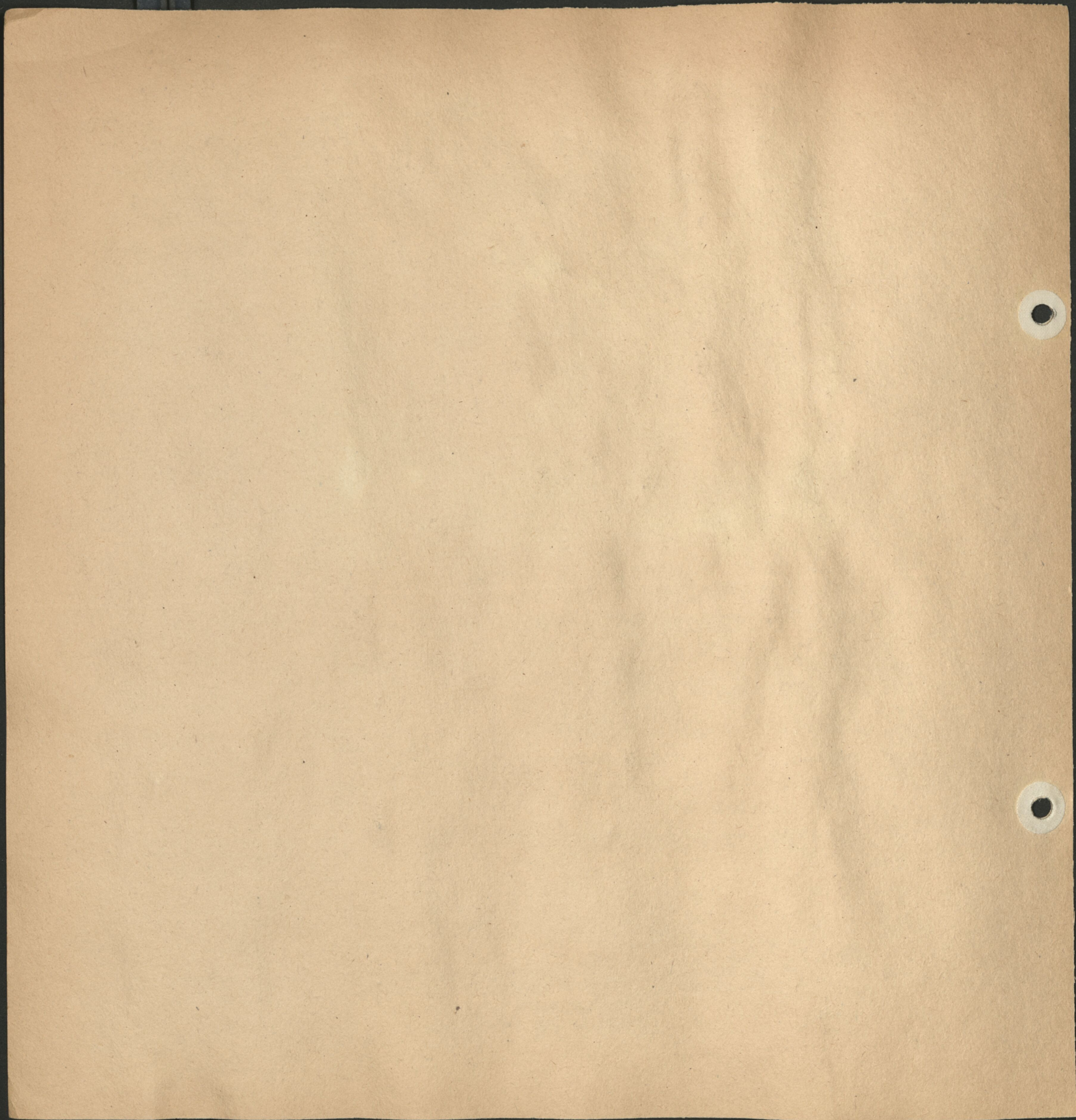
Leroy H. True, as well as secretarial offices and wholesale storage areas.

To help carrying out the historical significance of the Old Town Building the office of the Tax Collector, on the southeast corner of the lower floor, was fitted out, and visitors admitted through the old doorway that leads into the vestibule, where a glassed in partition permits a complete survey of this most attractive exhibit.

Contrary to what is a natural assumption, this brick structure was not erected by the Town for its officers. It was originally two brick stores, joined architecturally but separately owned. Erected in 1832, at a time when new brick structures were being built in the town, the south section was owned by Thomas Coffin and the north portion by James Athearn. The old Town Hall, a wooden structure on Main Street, bordering what is now Monument Square, had become so badly in need of repair that the town decided to buy the brick stores of Coffin and Athearn as

they were centrally located within the town. George Cobb, the Town Treasurer, was authorized to pay Coffin \$2,500 for his store, and the transaction was concluded in 1836. Athearn had sold his store to Captain Isaiah Ray for \$1,750, and Ray had sold it, in turn, to Captain Frederick A. Chase for \$2,150, and Chase's heirs sold the north section to the Town of Nantucket, in 1884. Soon after this date the two sections of the building were merged to become the Town Building housing all the municipal offices.

It was during July, 1836, that the first of the town officers were installed in their new office building, the south store being available. On ground floor at the west side (Union Street), the Register of Deeds and the Register of Probate opened offices, and on the ground floor east, the Washington Street side, the Overseer of the Poor had his office. On the second floor of the building, west side, were the Clerk of Courts and the Town Treasurer, and on the second floor, east side, the Selectmen had their "Board room."



Whalebone sculpture to be shown at James Hunt Barker Galleries



A digger for whalebones, not a killer of whales, Alex Taller opens his show of whalebone sculpture Saturday, August 10th at the James Hunt Barker Galleries. Preceding this is the Luncheon

Lecture held Friday at One Pleasant Street. Mr. Taller will speak on the fascinating subject of whalebones and the sculpture he creates from them. Pictured above at work on a piece, Mr. Taller is

proficient not only in traditional sculpture media but excels in using unconventional materials and the interesting things that one can find from the sea. A summer resident of Fire Island, he gathers such washed ashore treasures as porpoise skeletons, driftwood, barnacled ship timbers, oyster shells and whalebone. Mr. Taller, retired dean of Hunter College, was educated in sculpturing at the Art Students League, the Museum of Modern Art, Institute D'Allende in San Miguel, Mexico, and has had a number of one-man shows in New York and Palm Beach. He obtains his whalebones by "Digging" for them. In 1969 while on a trip to the West Coast, the Taller family visited a whaling station in Oregon where the only whalebone available was buried "out back". The family took up shovels and excavated a great deal of bone. The results of some of that dig are

on display at the show.

Paul Crosthwaite, well known on Nantucket, returns to the island for a long awaited show opening Tuesday, August 13th. Mr. Crosthwaite, now making his home on Palm Beach, was a Nantucketer for many years. He has taught painting here and in Palm Beach and has had numerous shows around the country. He studied architecture as well as art, working with such well known painters as John Sloan, Raphael Soyer, Morris Kantor and Yasuo Kuniyoshi. His artistic endeavors took him several times to Europe before he settled in Florence for a year to increase his understanding of the different schools of painting. In 1958 he traveled around the world, painting the countryside as he went. This current show is made up of a fascinating variety of work, florals, landscapes, interiors, pastoral scenes and pictures of great imagination. 1974

Scrimshaw authority to give illustrated lecture at Foulger Museum

A lecture on "Scrimshaw at Its Best" will be held at the Peter Foulger Museum, starting at 8:00 next Monday, August 26. The lecturer, Barbara Johnson, is one of the best known authorities in this field. By means of slides she will not only show some of the outstanding pieces from her own collection but will go into detail concerning them. Her Whaling Museum in Princeton, New Jersey, has become famous in the world of private museums and that part devoted to Scrimshaw has brought further recognition in the field of both art and Association maritime history. This lecture is sponsored by the Nantucket Historical Association. "Scrimshaw" is the contribution of the American

whalemen to the arts. In its original form it consisted of incising or engraving designs in a wide variety of subjects on the teeth of the sperm whale, carving such items as jaggings or crimping wheels, napkin rings, rolling pin ends, etc., as well as fashioning from whale bone such household items as swifts, for winding yarn; bird cages and utility boxes; buggy whips and umbrella ribs; stays for ladies' corsets and canes for gentlemen.

In recent years there have been many craftsmen who have successfully copied the original scrimshaw so that a legitimate market has been created for some handsome and artistic creations. The modern craftsman has a great respect for the whaler-carver, realizing that, while few ever reached the perfection in execution, their relics have become doubly important as they represent the inception of a new art form.

Report on whaling at Coffin School Friday

Having just returned The International Whaling Commission meeting in London, Douglas C. Fonda, Jr. will discuss the significance of this vital event together with information on other endanger mammals at the Coffin School on Friday evening, July 5th at 8:30 p.m. There will be ample opportunity for questions after the talk, and, in addition, a film on current whale conservation methods will be shown. Admission is free.

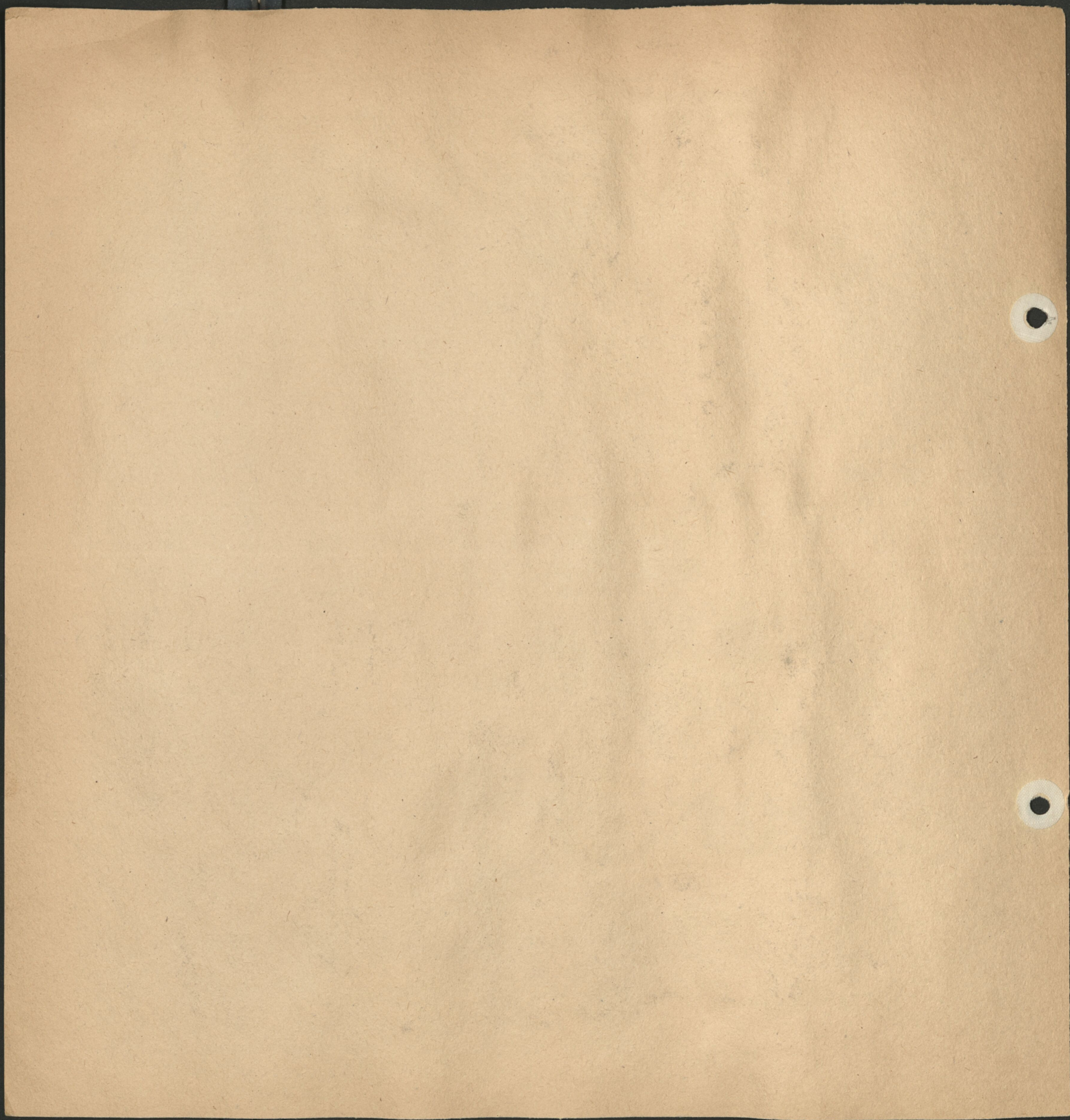
With the intense interest in marine mammals today, this will be an exciting event that no one will want to miss.

In her lectures on this fascinating subject Barbara Johnson brings a freshness of approach that is distinctly her own. Her knowledge of the subject is coupled with her enthusiasm in conveying her subject to her audience. She has spoken before a variety of audiences on whaling, whaling lore and the collecting of whaling material. She has been the president of the American Folk Lore Museum in New York for several years, as well as on the Advisory Committee of the Nantucket Whaling Museum.

Members and guests of the Nantucket Historical Association are cordially invited to attend this interesting lecture.

Law protecting ivory carvers drafted by Studds

Congressman Gerry E. Studds has announced that he is drafting legislation which will allow ivory workers to make full use of ivory stocks derived from whales which had been killed prior to the passage of the Marine Mammal Protection Act of 1972. As the law now stands it is illegal to sell any whale ivory products in interstate trade regardless of when the ivory products in interstate trade regardless of when the ivory was purchased. Many Nantucket craftsmen stockpiled sufficient ivory before the Act was passed to enable them to phase out their business over a period of years and change to another line of work. Studds' legislation is intended to correct the present hardship.





And there they are...the sleeping lobsters.

Lobsters sleep on their heads

Ms. Susan "Suzie" Spring, cheerful and talented sales clerk for the Nantucket Lobster and Seafood Company on Straight Wharf, recently demonstrated to the Inquirer and Mirror the mysterious art of putting a lobster "to sleep". Suzie, who is a long-time summer resident of Hulbert Avenue, first strokes the flanks of the animal from front to rear gently for a couple of minutes. The action apparently affects the

lobster's nervous system for the tension visibly drains out of the animal's appendages. Then Suzie carefully stands the lobster on its head, as shown, and it will maintain this position for some time without moving. One interesting sexual difference; the female lobster, shown at left, curls its body tightly inward while in this relaxed state, whereas the male arches his body backward, as shown at right.



Photo by Larry Cronin

The first fish of the Sixth Annual Billfish Tournament was caught by Bill Rezendes from the K-Bird, captained by Pete Guild. Bill hooked a 79lb white marlin. Shown above are Rex Dean, Allan Pierce, Capt. Guild, Bill Rezendes and Andy Lowell.



Photo by Larry Cronin

Eben Reese brought in the first swordfish of the tournament, weighing in at 243 lbs and caught from the Tow-Ben. From left to right: Larry Lema, Louis Lema, Steven Fuller, Mr. Reese, Mrs. Reese, Fred Coffin and Joe Swain.

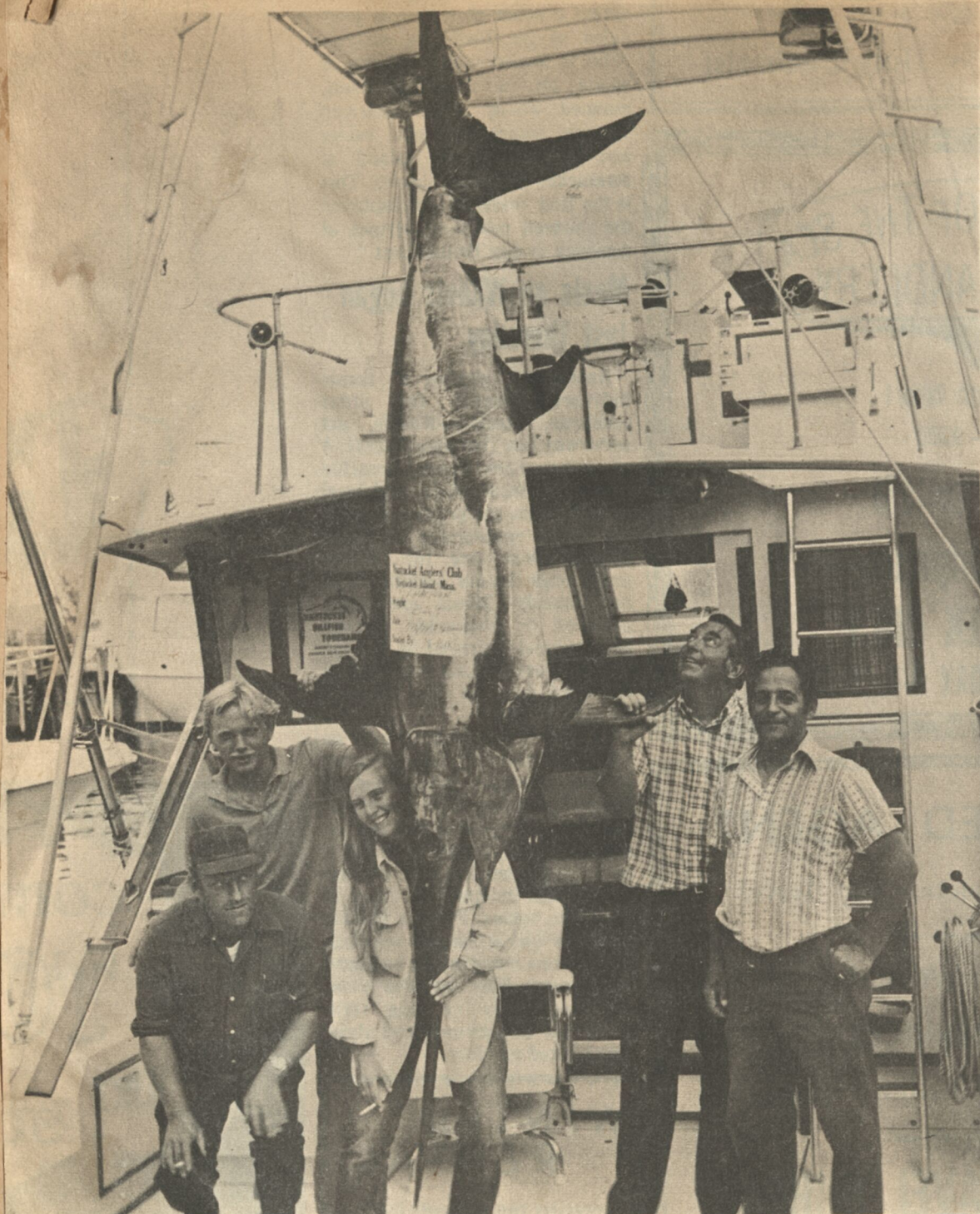


Photo by Larry Cronin

The first swordfish of the season was harpooned by Bill Rezendes from the K-Bird, owned and operated by Pete Guild. The fish weighed in at 329 lbs.

Above from left to right are Freddy Tilton, Rex Dean who is mate aboard the K-Bird, Kathy Dean Capt. Pete Guild and Bill Rezendes.

Plenty of Swordfish around and some of the local boats are doing well. "Trader V," Capt. Jack Dooley brought in a nice one of around 300 pounds last Wednesday.

Charlie Davis brought in two fish Sunday that weighed around 275 pounds each and Monday another one that ran around 248 pounds.

It was a bit slow for the charter fishing boats for a while last week but they have been busier this week. The very fine weather held on well. The fish are around waiting to be caught.

July 1974



The I & M camera looks aloft at "Unicorn's" rigging as she lay at Swain's Wharf last Friday. A brig is a two-masted vessel fully square-rigged on both masts, and is considered by some to be the best rig for a large two-master in deep water, if the expense of a large crew can be afforded. Square sails on the mainmast, going up, are named as follows: Mainsail, m. lower tops'l, m. upper tops'l, m. topgallant ("t'gallant"), and m. royal. Note that fore-and-aft spanker furls to the mast and fixed gaff, rather than lowering as on a schooner.

Hither Creek and Marsh



Day at the Beach—"Nobadeer"



People of all ages enjoyed the warm sand and gentle surf at Nobadeer on a recent afternoon.

*View of the Atlantic Ocean
from the 'Sconset Bluff*



Channel

to the sea

at

Sachacha

CISCO



Cisco — a popular beach for surfing, swimming, picnics and kite flying.

South Shore Erosion



Gale winds last week created extremely high seas on the ocean side of the island and continued the erosion of the shore line particularly at Cisco and the public beach beyond it. The picture shows the

asphalt at the end of the Hummock Pond Road that was undercut by the waves causing large chunks to drop onto the Cisco Beach. Winter 1971



SURFING AT CISCO BEACH



Roaring surf at Cisco with the off shore wind was an awe inspiring sight. Photo by Doug Halsted

Cottage Moved Back After Erosion At South Shore

Strong southwest winds that kicked up 10 foot seas along the South Shore last week caused erosion in the Cisco area and endangered a summer cottage owned by Mrs. H. Ward Reighley. In two days time, the long rollers dashing against the bank below the cottage washed away 35 feet of land and left the front porch of the cottage overhanging the bank.

The serious danger to the house caused by the erosion was discovered by the caretaker, Charles Whelden, who notified Mrs. Reighley at her home in Connecticut. Mrs. Reighley expressed her surprise, because she was on the island over the last weekend when there was at least 35 feet of land between her cottage and the bluff and everything appeared to be normal. She instructed Mr. Whelden to get a contractor and equipment to Cisco at once to pull the cottage to a safe spot.

Friday morning, Walter F. Glowacki moved his equipment to the cottage area and started operations to lift the small structure from its foundation onto large timbers preparatory to moving it. One of the most delicate tasks in the operation that was very successful, was the shoring and placing of the proper supports under a fireplace chimney, estimated to weigh 25 tons. When the cottage was moved, narry a crack showed in the chimney, it had such strong supports.

Mr. Whelden, who knows the history of the cottage, said it was built in 1930 and that there was about 85 feet of land in front of it. That means that 85 feet of land at that spot has been washed into the ocean in the matter of 39 years. After the cottage was moved Friday, the cement chimney support that was buried in the ground, was left on the edge of the bank and with any more erosion will go over the bank.

Mr. Glowacki had his men move the cottage back 150 feet from the edge of the bank and there it will stay until Mrs. Reighley returns and decides its new location. Edward Briggs and Roy Egan supervised the raising of the cottage and its moving. John Gebo operated the bucket tractor that pushed the timber beams under the structure and raised the chimney for the placing of supports.

s of Engineers is studying ion and shoaling at Madaket

The Corps of Engineers, Department of Army, is conducting a continuing study of the water areas at Madaket, Smith's Point and Broad Creek which was authorized by Section 219 of the Flood Control Act approved by Congress in 1968. According to correspondence passed between Col. Frederick F. Irving, Corps of Engineers, and Senator Edward W. Brooke, who forwarded a copy to Steven K. Herlitz of New York and Madaket.

Col. Irving said that the study is in the interest of flood control, hurricane protection, navigation and related purposes. He said, "The total cost of this study is estimated to be \$100,000, of this, \$20,000 has been appropriated in three years through fiscal year 1972. The President's budget for fiscal year 1973 includes \$15,000 for continuation of this study.



SACACHA POND AND SANKATY



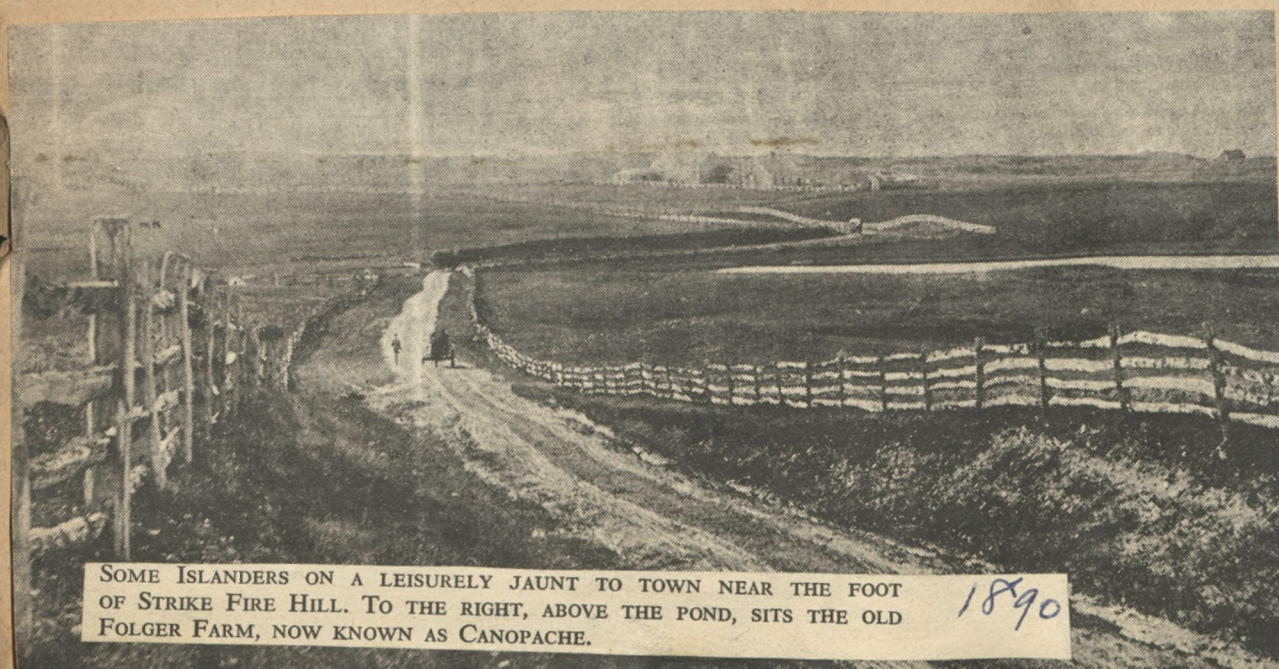
THE SETTLEMENT ALONG HITHER CREEK AT MADAKET.



Rutted Roads Lead to Massasoit Bridge



Through Crooked Lane



SOME ISLANDERS ON A LEISURELY JAUNT TO TOWN NEAR THE FOOT OF STRIKE FIRE HILL. TO THE RIGHT, ABOVE THE POND, SITS THE OLD FOLGER FARM, NOW KNOWN AS CANOPACHE.

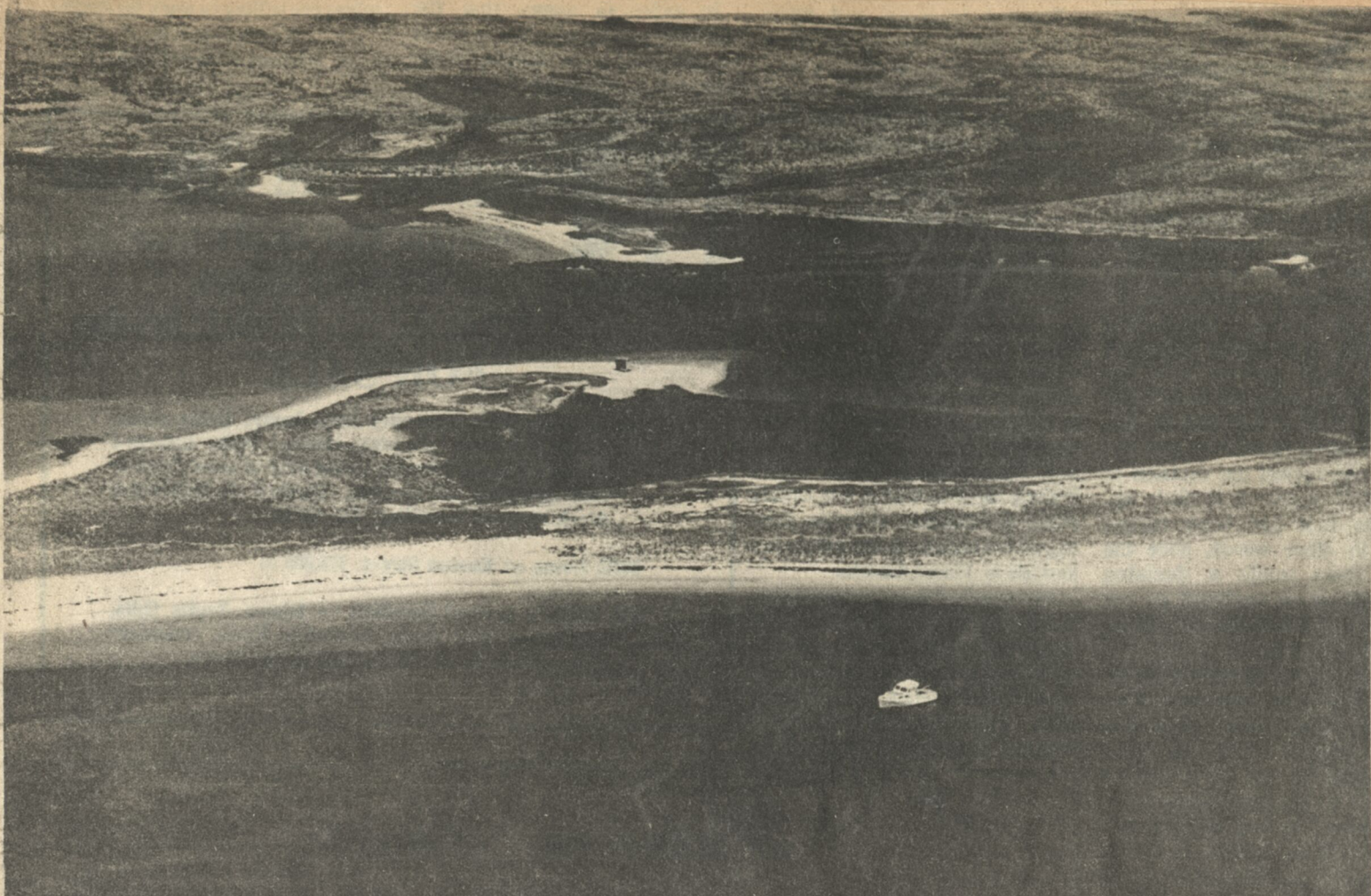
1890

Sankaty Head and 'Sconset



Looking south-southeast over Great Point from low altitude. At upper left is Coskata, behind it Wauwinet. Pocomo Point can just be seen at upper right center, Shawkemo to the right beyond Coatue.

Great Point



A power cruiser lies in the quiet waters of the entrance to the cove at Muskeget on a sunny morning not long ago. The golden sand and lonely marshes are the essence of peace and solitude.

Summer haze over Saul's Hills



View from the Cliff

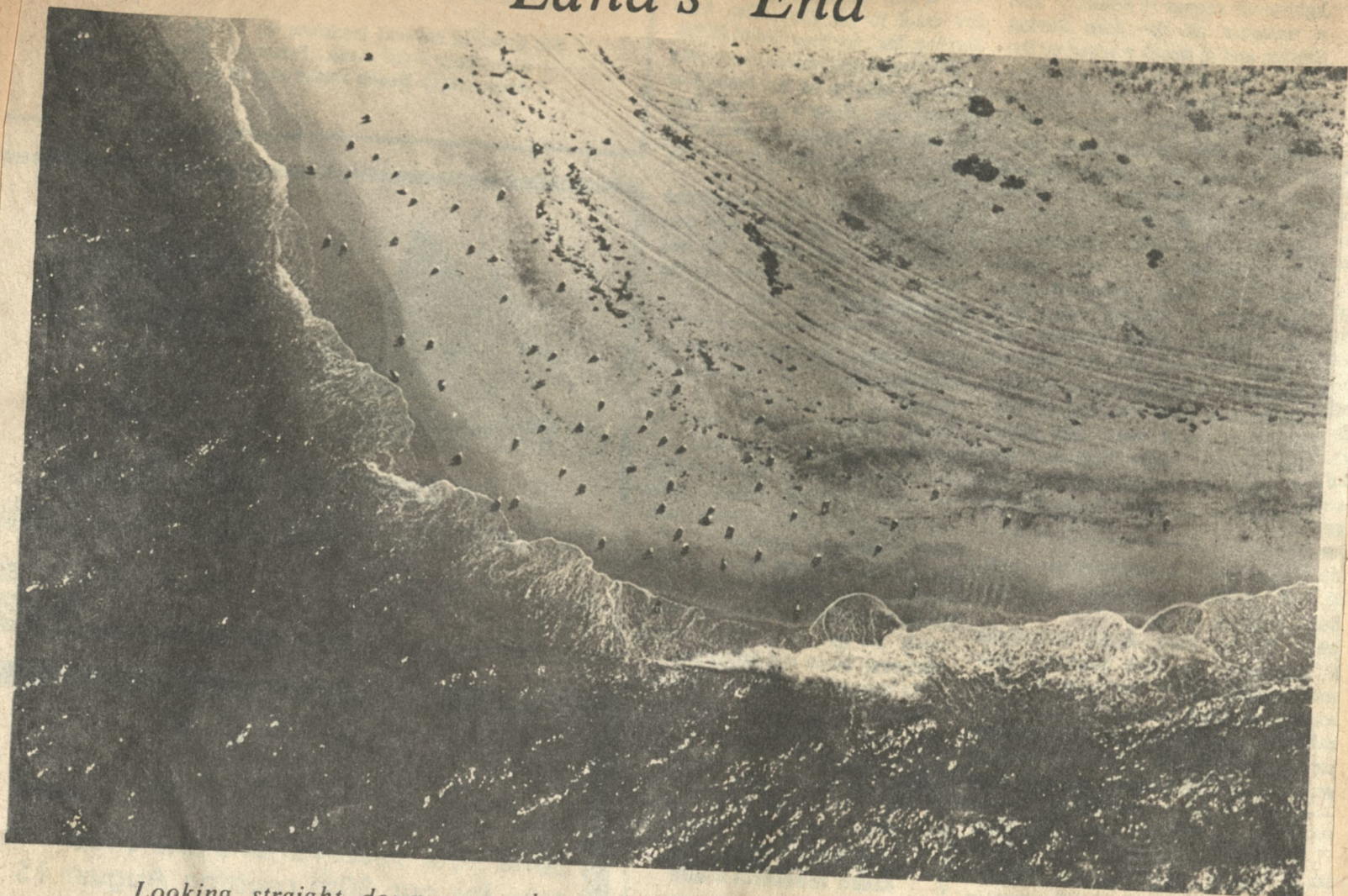


Easy Street Basin

1975



Land's End



Looking straight down upon the northwest tip of Muskeget Island on a sunny morning earlier this summer. The small round objects are members of Muskeget's seagull population

Wild shore



Downtown



A gull's-eye view of "downtown" taken one sunny morning this winter. The town clock in the left foreground marks Orange St., which runs up and left to Main St. The edge of the Pacific National Bank is at extreme left center, and the Pacific Club is at extreme top right, the

business section of Main St. running between them. The Hub and St. Mary's Church are at top center, the Bell Telephone building is the largest building at right center, and the Old Town Building is just above it to the right.

Polpis and Pocomo



Looking north over Polpis and Pocomo from about 1500 feet one day last fall. The Polpis Road crosses the foreground, West Harbor is at lower left, East Harbor at right center, Pocomo Head at left center

below Bass Point on Coatue. Wyer's Point is at upper center below Great Point, and Coskata is at upper right. The Cape shore can just be seen on the northern horizon.



These two dories hauled up on South Beach exemplify the graceful lines of their traditional type. Dorries are no longer the ubiquitous workhorses they were a half century ago, but they are still being built for a knowledgeable few who value their special qualities. The boat in the foreground is a new sailing dory, built for Charles F. Sayle by Pete

Culler of Hyannis and rigged as a spritsail ketch. The other boat is a single Banks dory, 13 feet bottom length, built for the same owner in 1961 by the Hiram Lowell Boat Shop in Amesbury. The dory type is thought to have been developed there by Simeon Lowell about 1793.

Town Clerk Clark Coffin retires after 35 years

Story & Photos by Nancy Ayotte

Charles Clark Coffin, Nantucket's Town Clerk since 1940, presided at his 36th and last Town Meeting this week. On Wednesday morning, Coffin stepped down to become the first assistant Town Clerk to the new principal office holder Madelyn Gardner Perry. He will stay with this position for the next month to help Mrs. Perry learn the job which he has done for the last 35 years.

The duties of the Town Clerk include the issuance of birth and death certificates, hunting, fishing, and dog licenses, candidate nomination papers, administering oaths of office, and authorizing marriage licenses.

During his time as Town Clerk, Coffin has also performed duties as a Justice of the Peace in over 400 marriages. He intends to continue in this capacity even after he leaves his post as assistant clerk.

"I've performed marriage ceremonies in various scenic spots on the island," he said, "in the pines, on the beach, and out in a boat off the Jetties. I even performed one at Tom Nevers Head in



Town Clerk Charles Clark Coffin retires after 35 years of service.

a snow squall!"

Coffin related that his job has stayed "essentially the same" over the years. One task which has increased is that of registering voters, the number of which has nearly doubled during his 35 years.

This is so for two reasons, Coffin said. The requirements for becoming a voter have been made easier, and the number of residents has greatly increased, although there is no longer any resident requirement.

Changes passed down from the legislature also contribute to the duties of the Town Clerk. Since 1968 the election laws have been almost completely revised.

One bill which deals with this matter is currently pending in the legislature would allow people to register as a voter at the polls on the day of election.

"This would give no chance for the Clerk to check on the qualifications of voters," Coffin commented.

"In Minneapolis, Minnesota this was done, and 8,371 people registered at the polls. Of these, 664 were illegal registrations and therefore should not have voted at all; 512 were duplicate registrars, and 382 registered and voted in the wrong ward, precinct or both," Coffin related reading a report sent to all Town Clerks.

"Of the total, about 13 percent of the election day registrations were

faulty in one way or the other. But in spite of these rather disastrous results," Coffin said, "these bills continue to be pushed through the legislature."

Coffin is amused by another bill which might put the Town Clerk's office into the business of family counseling. This bill, although not yet passed, would "provide for the distribution of a family planning information packet to be distributed by municipal clerks to the parties at the time intentions are filed."

The employees of the Town Building will undoubtedly miss Coffin's subtle humor and welcomed visits to the various town offices throughout the day. Rep. J. Syd Conway has filed a bill commending Coffin for his dedicated service to town officials, and on Friday his fellow workers will honor him at a party at the Mad Hatter.

But it was reassuring to hear Coffin say he will still perform title searches of land in the Registry of Deeds. Coffin was licensed and bonded as a real estate broker and abstractor of real estate titles in 1950.

After 35 years of service, the Town Building employees would sorely miss his presence, if he were absent himself altogether. But perhaps now this transition would not be so hard.

"I'll still be around," he said assuringly.

THURSDAY, APRIL 29, 1976

Marie M. Coffin

Mrs. Marie M. Coffin, wife of Charles Clark Coffin, of 8 Milk Street, Nantucket, died unexpectedly Saturday evening, April 24, 1976, at the Nantucket Cottage Hospital. She had been admitted to the Hospital on Wednesday for observation and treatment of a heart condition. Her sudden death Saturday evening was attributed to cardiac failure.

Only two weeks previously she had been a guest of honor, with her husband, at a dinner at the Mad Hatter in honor of Mr. Coffin's retirement after 36 years as Town Clerk. It was a happy occasion and they had been looking forward to enjoyment, in his retirement, of the many activities they shared in common.

Mrs. Coffin was born in Nantucket, at 8 Milk Street, on April 24, 1900. She was the younger daughter of Willard B. and Annie M. (Greyer) Marden and attended the Nantucket Schools. She graduated from Nantucket High School with the Class of 1919, of which Mr. Coffin was also a member. She graduated from Hickox Secretarial School in Boston two years later. On April 27, 1926, she was married to Charles Clark Coffin in a ceremony performed at her parents' home, at 8 Milk Street, by the Reverend Charles A. Ratcliffe. For the next ten years they lived in Quincy, Mass., returning to make their permanent residence here in Nantucket in early 1936.

Mrs. Coffin contributed more to the community of Nantucket, in a quiet, unassuming way than has anyone in many years. She was a former Trustee of the Nantucket Cottage Hospital and served as secretary of the Board for several years. As a volunteer, working at the Hospital switchboard, she contributed a total of more than 2000 hours, retiring in December of last year. She was also active in the work of the Hospital Thrift Shop.

She was a Vice-President of the Nantucket Historical Association, formerly serving as chairman of the Hadwen House-Satler Memorial. More recently she has been working with the Association's building survey committee for the placement of plaques on Nantucket houses and other buildings built previously to 1812, as part of the Bicentennial celebration.

Her knowledge of the history and architecture of old Nantucket houses was unsurpassed by any resident of Nantucket today. For many years she worked with the late Everett U. Crosby in the preparation of his books connected with Nantucket. In the foreword of the third edition of "95 Percent Perfect", published in 1953, Mr. Crosby stated, "It is a privilege to pay tribute to Marie Coffin for her expert secretarial assistance, her knowledge of Nantucket and its people, and particularly for that valuable quality of sympathetic cooperation."

Since that time Marie Coffin has contributed of her knowledge of old Nantucket dwellings to the work of many authors and island organizations. In particular, she was the compiler of "The History of Nantucket Island", a Bibliography of Source Material with Index and Inventory, published in 1970 by the Nantucket Historical Trust.

She was a loyal member of the Unitarian Church and of its Sewing Society. She was a Proprietor and

Trustee of the Nantucket Atheneum, a member of the Nantucket Civic League, the Nantucket Maria Mitchell Association, the Nantucket Conservation Foundation, the Abiah Folger Franklin Chapter of the D.A.R., and had just retired after 25 years as secretary of the Nantucket Relief Association. She was an honorary member of the Nantucket Garden Club.

In addition to her husband, Mrs. Coffin is survived by her sister, Mrs. Erla Butler, by a nephew, Arthur E. Butler, and by two grand-nieces and a grand-nephew, Mrs. Paula Reis, Mrs. Annie Paterson, and Robert Butler, all of Nantucket.

Funeral services were conducted by the Reverend Edward Anderson at two o'clock Tuesday afternoon, April 27, at the Unitarian Church. Interment was in the Marden family lot in Prospect Hill Cemetery. The Town offices were closed Tuesday afternoon in tribute to Mrs. Coffin.

DIED

In Nantucket Cottage Hospital, May 24, 1976, Mrs. Delia Hanafin Harris, aged 75 years, 3 months, 15 days, of 1 Copper Lane. She was the wife of Patrick Harris and was a native of County Kerry, Ireland. A Requiem Mass was celebrated Wednesday morning in St. Mary, Our Lady of the Isle Church and burial was in St. Mary's Cemetery.

A "good neighbor"

Nantucket oyster seed to be used in Narraganset Bay

A request by Luther H. Blount, president of the Blount Marine Corporation, of Warren, R.I., to obtain oyster spat and to take between 4 and 5 bushels of oyster seed from Sesachacha Pond with the cooperation of members of the Nantucket Fishermen's Association was approved last night by the Board of Selectmen. Blount has been experimenting with raft culture of oysters in the Narragansett Bay area of Rhode Island and he has need of the spat and oyster seed because other areas are running short.

Blount also said that if the experiment proves to be feasible the knowledge gained could be the start of a new industry in Nantucket.

Because the seed would be going out of the state, permission will also have to be obtained from the State Division of Marine Fisheries. Shellfish Warden Allen W. Holdgate told the board that he

approves of the Blount proposal.

Blount outlined his plans to the board in a lengthy letter.

With the current shortage of reliable oyster seed, a new shellfish industry for your island may be a possibility, and it would take but one summer to try it out.

For a starter, to test the potential of such an island industry, I would like permission or a permit to work with representatives of Nantucket Fishermen's Association to do the following:

(a) Furnish a set of rafts and some 2000 strings of Nantucket scallop shells.

(b) Arrange for Nantucket fishermen to receive same, moor the rafts and drop the shell string at the precise time as determined by microscopic inspection of the quantity and stage of the swimming larvae. Dry-clean shells are dropped just as the peak quantity of larvae reach setting stage. This achieves maximum set. Otherwise

slime and summer growth will render collectors almost useless. It is Nature's way of controlling oyster populations.

(c) Following 30 to 60 days of growth in the setting pond, the strings, if bearing commercial quantities of spat, will be lifted from the rafts, packed in special canvas carriers and delivered by the said Nantucket Fishermen to the writer with proper state of town sanction.

(d) Depending on success, rafts used will be shipped back or stored by Fishermen and remain the writer's property. However, three special oyster growing rafts will be brought down with the collecting rafts. These will be given to the Fishermen working on the project along with some of the hoped for spat strings, so this culture method can be tried out on the Island.

(e) In order to intelligently ascertain ahead of time what the

Nantucket has had the greatest variety of weather in any 5-day period that we can remember, beginning with last Saturday. Saturday we received 1.50 inches of precipitation in the rain storm which pelted the island, the barometer reaching a low of 29.55. In the late afternoon the sun came out, producing a brilliantly spectacular rainbow in the southeastern sky. Sunset was a deep gold with the sun going down in full splendor. Mid-afternoon conditions, however, had been accompanied by two or three loud claps of thunder.

Sunday was a beautiful day and there were a couple of sailing enthusiasts who made the most of the afternoon, one out in a large cat-boat and the other sailing a smaller boat in the inner harbor. Monday brought us the full moon, with its accompanying extreme high and low tides. The tide was so low in the late afternoon that the green keel of the lightship showed up clearly below the waterline of the red hull. *May 1976*

Main Street Fete scheduled for August 3rd



Elizabeth Ashley, who heads the Costume Committee of the Main Street Fete, has issued an appeal to Nantucketers for 18th and 19th century costumes and accessories which are needed for this Bicentennial event on August 3.

Antique or reproductions of historic attire will be welcome. Men, women and children wishing to participate in the Fete, which will benefit the Homestead and the

Theatre Workshop have a number of interesting options. They may serve as a host or hostess as part of a tableau or simply appear in costume on Main Street and around the center of town.

Those wishing to be a part of this enjoyable, community-service happening should call Elizabeth Ashley (228-0754), Mrs. Robert Congdon (228-1071) or Martha Walters (228-1823).



The "Old Murphy House" as it is called, will shortly be moved off of property on Washington Street which the town purchased for the purpose of constructing Nantucket's first and only in-town pier. Funds of \$460,000 were appropriated for this project at Town Meeting this week. This will be the third move for this house since it was built, one local official recalls. Originally located on Straight Wharf, the building was moved to Old North Wharf, and then to Washington Street. Recently it was purchased by Mr. and Mrs. Harry Larrabee and is destined to be moved to property off Hummock Pond Road.

1836 — 140 Years Ago

About 11:30 p.m. on the night of May 10 a fire broke out at "Washington House", E. Starbuck's residence on Main Street. It was thought to have started outside the kitchen chimney. It quickly spread, consuming 3 large and very valuable buildings on Main Street and 2 on Union, together with several barns and out houses. The buildings burned were the residence and store of Francis F. Hussey, the hardware store of William C. Swain at the corner of Union, Cowan's tailor shop on Union. Other stores, particularly that of J. & F. Lawrence & Co., lost much of their stock. Buildings on every side were often on fire. Only "the most incredible exertions of firemen and citizens generally" saved this portion of town. The loss was estimated at over \$100,000.

A meeting of citizens was held on the 12th and committees were appointed to consider how best to protect the town against further danger by fire and, also, to determine the cause of the late calamity.

1975-1976
**Authority reports 1975 net income of \$148,679,
 supports Captains, delegates dogs to freight deck**

REMINDER!

The Inquirer and Mirror is now 25¢

MAY 6, 1976

Steamship Authority to pass out little yellow folders concerning pet regulations

Passengers travelling with pets on Steamship Authority boats will, in the future, receive a little yellow folder when they board the boat, containing the new regulations governing carriage of dogs, cats and other pets on the boats. Several surveys which have been taken all show that a major source of passenger complaints is other passengers' dogs, and the new rules represent the boatline's effort to answer the complaint. The five published rules are reproduced below verbatim:

"1. Dogs and domestic pets may be transported in vehicles on the freight deck if the owner so wishes. Please take care to open the windows sufficiently to provide ventilation for the animal, but not so wide that the animal can leave the vehicle other than in the custody of the owner.

2. Pets may also be transported in the custody of the owner, on a strong, short leash. The leash is mandatory for the protection and safety of all passengers.

3. Passengers with pets on a leash will be accommodated on the outside weather deck and the freight deck of each vessel throughout the year. In the off-season and in unpleasant or foul weather, passengers with pets on a leash will also be permitted in the Mezzanine Deck Lounges on each vessel.

4. Pets will not be permitted in the Lunch Counter area of any vessel, and will not be permitted in the Bridge Lounge of the M.V. Nantucket or the Saloon Deck (large passenger area) of the S.S. Naushon.

5. Dogs and pets accompanying a passenger will not be permitted to occupy a seat, block or sleep in an aisle or passageway, or disturb other passengers. The patron having custody of the animal will please be responsible for control of the pet throughout the voyage.

The ship's officers and crew will courteously request the cooperation of passengers in administering the rules listed above. In the event that an animal becomes a problem enroute, the passenger having custody of the animal will be requested to remove the pet to the freight deck level."

The Inquirer and Mirror contacted the Steamship Authority's Director of Passenger Service, William Lewis, at the head office in Woods Hole, to obtain clarification on several points. Lewis verified that the policy is now in full effect, and that foot passengers with dogs who are unable to furnish satisfactory leashes for their animals will not be permitted to board the boats. Also, the Coast Guard's "No Smoking" regulation on the freight deck will apply to everyone including dog-tending passengers.

Previous regulations have already banned animals from the lunch counter areas, but this will need further definition according to Lewis, so that the Mate or other Authority personnel may enforce the rule equitably. On the Uncatena, where the lunch counter is on the port mezzanine deck, the prohibited area will be marked off in some manner. On the ferry Islander the topside deckhouse containing the lunch counter will be banned to pets, but the deckhouse on the other end of the ferry, which constitutes merely a covered crossover between the mezzanines, will be treated as part of the mezzanine decks and open to pets in inclement weather. Cats, parakeets and similar small, inoffensive pets hand-carried in small, closed carriers will be permitted in all passenger spaces except lunch counter areas.

1836 — 140 Years Ago
 The whaleship "Mariner", Capt. Coleman, arrived at Edgartown from the Pacific on May 6 with a cargo of 2450 bbls. oil for Hadwen & Barney, M. Crosby and others.

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1876 — 100 Years Ago
 Capt. Charles E. Smalley arrived April 28 with a new cat-rigged yacht, the "Lillian". 29 ft. in length, she was built at Centerville, Mass., especially for the waters in and around Nantucket harbor. On May 3rd it started snowing about 5 p.m. and continued all night. However, it melted as fast as it fell.

1836 — 140 Years Ago

One physician, N. Isham, whose name was published with the others in an advertisement setting fees for medical visits on the island, claimed that his name had been signed without his knowledge. He announced his own fees, somewhat higher than those published the preceding week. In return, the other four physicians published a notice depriving Isham of their "future confidence".

William H. Gardner advertised White and Chinese Mulberry Trees for sale in any quantity desired.

1901 — 75 Years Ago

Alexander G. Coffin, the last male member of the Nantucket Fair Street Friends Meeting, died in Dorchester, Mass., on May 14.

A correction was made in The Inquirer and Mirror with regard to the item concerning the gift of the portrait of the late Lt. D. B. Coffin.

1926 — 50 Years Ago

The Nantucket Historical Association announced plans for the restoration of the Oldest House, acquired in 1925 from the heirs of the late Tristram Coffin of Poughkeepsie, N.Y. Winthrop Coffin, of Boston, offered to pay the cost of the work and to supervise it himself.

Monday night, March 15, was the first time in the history of the Pacific Club that members enjoyed an evening of cards in the club-room. Cards were considered taboo at the Club until changing times brought about a change in regulations. The first card game at the Club was auction bridge.

1951 — 25 Years Ago

For the first time in history women sat on the juries, both Grand and Traverse, at the May Sitting of Superior Court. Traverse jurors included Beatrice Killen, Edith T. Anderson, Shirley B. Yerxa and Gladys Worth.

1956 — 20 Years Ago

302 school children of school age and under 15 received the first inoculations of Salk polio vaccine. It was administered by school physician Paul B. Cassaday, M.D., assisted by Mrs. Sophia Thompson, school nurse, and Miss Katherine Terry, secretary.

Capt. Winthrop D. (Don) Hodges, general manager of the Steamship Authority since its inception, announced plans to retire from the position as of June first.

1966 — 10 Years Ago

An "Open House" was held at the new Town and County Office building on Sunday, April 24.

Work was proceeding on the construction of the new mall on Straight harf. Cobblestones were being laid along the lower Main Street area, e waterfront buildings were being built and a new bandstand was under construction near Capt. Tobey's Restaurant on the Wharf.



The International Marine Archives Salutes the Bicentennial with excerpts from the log of the Frigate Boston - 1777

May 22, 1777. At 6 in the morning maid the land of Boston - at 10 a.m. bore away for Eastern Point - All the (ships) joined us and a small privateer commanded by one Captain Marone who informed us that he spoke with a schooner from Cape Cod that was chased in by two frigates belonging to the British tyrants - our fleet then consisted of two frigates, two twenty gun ships and six small vessels. This 24 hours ends clear and pleasant weather.

May 24, 1777. This 24 hours began with moderate breezes and clear weather - At 6 p.m. tacked ship and lyed her head to the west - hauled up canvas - handed staysails - at 8 p.m. saw sail to leeward and bore away for hir - Capt. Manley stood for hir - set

staysail - At 11 p.m. tack ship - at 2 p.m. saw Capt. Manley in chase of a ship - at 3 p.m. saw Cape Ann - bore away for the ship with all sails set - chased hir in of Portsmouth - we found her to be a ship from Boston - ends the 24 hours with moderate breezes.

May 28, 1777. This 24 hours - first part fresh gails of wind with large sea and haz weather. - latter part more clear. In p.m. the ship Hancock came up with us - lost site of the rest of the fleet.

+Excerpts are from the microfilm of the Log in the Marine Archives' library. Original Log is the property of the Mariner's Museum, Newport News, Va. Next week's excerpts concern combat with British brig.

Babesiosis not life-threatening

Trick

Judge calls Nantucket a "A Utopia"

In his closing remarks to the Traverse Jury at the end of the May session of Superior Court, Judge Paul K. Connolly asked the jury members if they realized "how lucky you are to live in this Utopia".

The Judge stated that he is from the Boston-Cambridge area, where almost every other crime is a murder, rape, assault or armed robbery. "It is such a relief to come out here where your problems are trespassing, receipt of stolen goods and drunk driving," he declared.

He had high praise for the Nantucket court system and the

personnel of the law enforcement agencies, remarking that they must have something to do with the good situation. The judge said the present jury system is "a ponderous thing" and is not as efficient as it could be but that an attempt is to be made in the legislature for modifications which will have everyone serve on a jury, but for no more than three days.

In closing, Judge Connolly repeated that he was "amazed" at how we live here on Nantucket and we should all be thankful for our situation.

It was a beautiful Spring day — Daffodil Show draws 300 entries



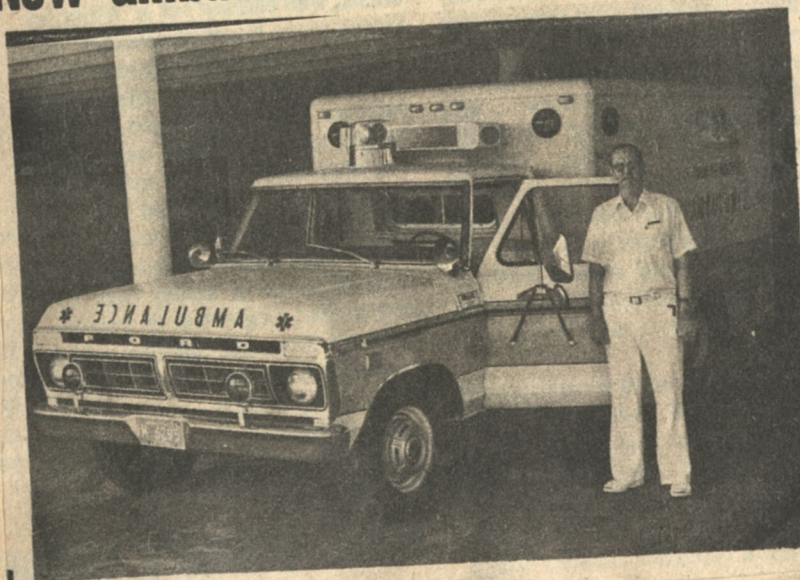
Award winning daffodils



Mrs. Earle McCaslin opened the Daffodil Show last Friday by cutting the official ribbon.

May 1976

New ambulance arrives on island



The new modular-type ambulance is now on island and will soon be ready for service. Owned by the Town of Nantucket, it will be operated for the Town by the hospital. Cost of the unit, purchased through the State, was \$18,136, however, the Town will be reimbursed \$12,000 of the purchase price from the Highway Safety Program. An additional \$2,000 to \$5,000 will be needed to purchase special equipment for the vehicle.

Pond at Quaise



This tranquil pond nestles in seclusion just north of the Polpis Road, seen at upper left. Lifesaving Museum is at upper right center.



Mill Street, 1885

Methodists act to preserve 19th Century pipe organ



Parishioners of the Center Street Methodist Church took steps this week to preserve its 19th century pipe organ located in the street level summer meeting room.

Of inestimable value, the organ is the oldest remaining prodigy of Thomas Appleton, a Boston cabinet-maker turned organ-builder.

Framed in hardwood, the organ had become victim to lyctid powder post beetles, a common pest which thrives on oaks, maples and similar wood.

In response to the problem, church members called in Frank Nuovo of Cape Cod Termite and Pest Control of Hyannis to undertake the careful execution of the beetles.

But the project required even more specialized attention, in the person of Dr. C. Douglas Mampee, Technical Director of Western Termite and Pest Control of West Orange, New Jersey.

The New Jersey company is accustomed to working with deadly insecticides and serves a region extending from New York to North Carolina.

"We've fumigated everything from macaroni plants to old private houses," Mampee said this week. "Very few companies do this kind of work."

The Methodist Church project required that two men from Nuovo's crew climb to the top of the old organ and drape heavy duty plastic from top to bottom.

After the organ was securely enclosed in the plastic, a lethal gas called methyl bromide was pumped under the plastic and held in place for 20 hours. The process was begun on Wednesday morning.

Monitors fed by plastic tub insured that a sufficient dose of gas was maintained throughout process.

"The gas permeates the wood," Mampee explained, "and will kill all stages of the beetle, eggs, larvae, and adults. It is 100 percent effective."

Built in 1831, the Appleton organ in the Methodist Church has a unique history. During this year, Appleton built 5 organs, two of which were placed in churches in Boston.

One of these, obtained by the Mariner's Congregation Church on Salem Street, was sold in 1847 to the Congregational Church in Manchester. From there it was resold to E.&G.G. Hook, an organ building firm of Boston, in 1847, where it was stored until the Nantucket church purchased it for \$925 in 1858.

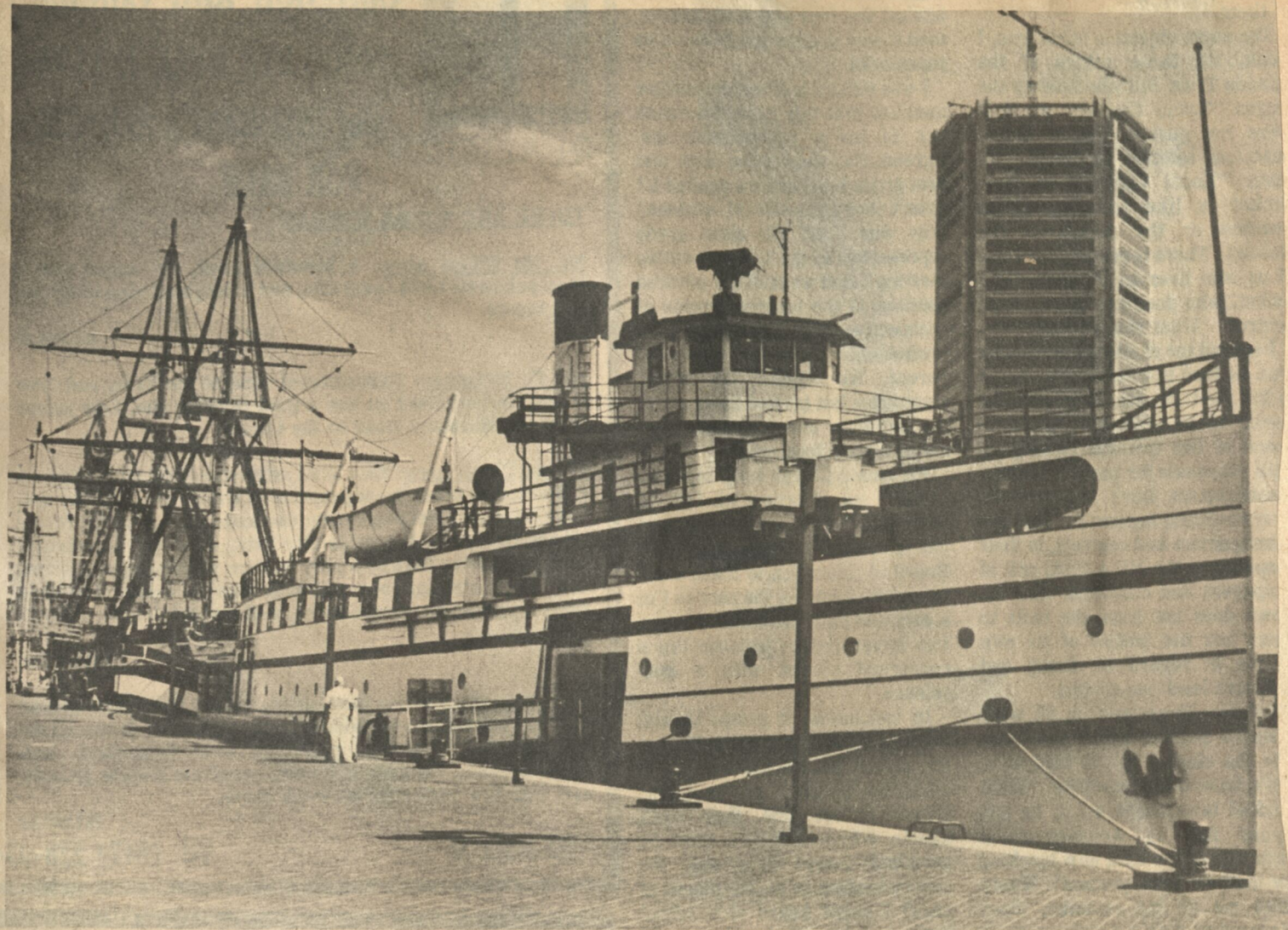
Few alterations have been done on the organ by its present owners, and it stands today as the best vehicle for performing the richest organ literature in the world.

This morning, the exterminators were ready to release the gas through ducts into the atmosphere where it dissipates instantly.

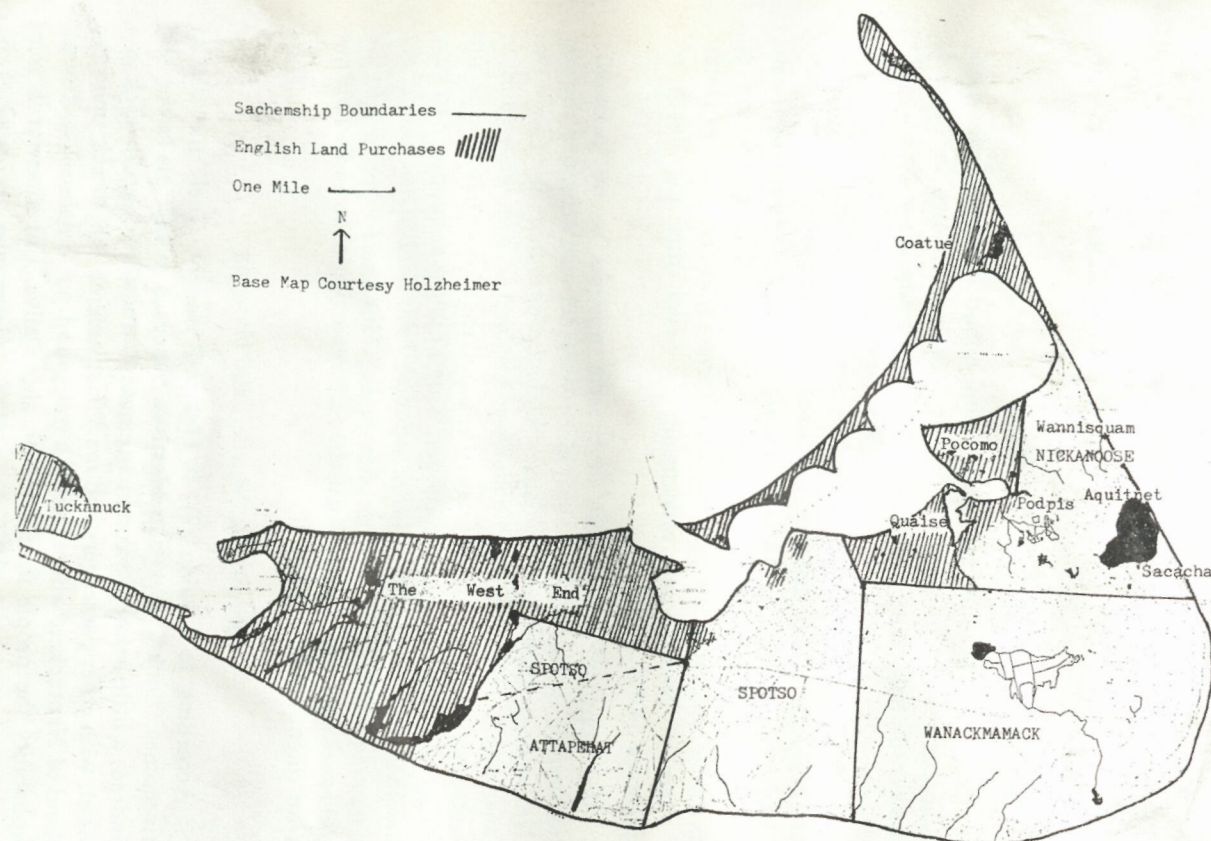
At a cost of nearly \$2,200, modern technology and a love of the valuable assets of the past have come together to preserve the last remaining prototype of the ancient tradition of organ building to which modern organ makers have so recently returned.

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Nobska launched on new career



The old steamer Nobska, "sailing" under a powerful naval escort, the 36-gun frigate Constellation astern, has now entered an active new career as a quality restaurant. She is shown here as she lay last Friday at her permanent berth in Baltimore's attractively rejuvenated Inner Harbor, a park, museum and recreation complex. (Story on page 4A)



Indian Sachemships of Nantucket and English Land Purchases by 1684.

Nantucket Bicentennial quilt created by ladies at Elder Affairs Center



The Nantucket Bicentennial Quilt in its early stages, being worked out by its creators, the women in the Monday afternoon handwork group at the Nantucket Center for Elder Affairs. The finished product, which will be raffled off at the Main Street Fete, is now on display at The Looms on Main Street. Seated, left to right: Mary Barrett, Catherine Flanagan, Angie Laprade, (volunteer instructor), Madeline Nash, Sophie Lavoie, Ethel Mooney, Loretta Mendonca, Ruth Murphy. Standing: Mary Voorhees (volunteer instructor), Helen Thurston, Catherine Melbye (director of the Center), and Marguerite Maloney.



Pewter Plate [English] and Liverpool Pitcher [George Washington Memorial], originally in family of Micajah Coffin. Now privately owned.

HISTORIC NANTUCKET



2: The Seal of the Colony in 1629.
Its Charter was given on the pre-
text we would convert the Indians.

The Seal of the Colony of Massachusetts Bay in 1629. There is a tradition that this is a portrait of the Sachem of the Khauds who lived at Squam, Nantucket. Enough of the Indians from Cape Cod and the islands south of there had been to England before 1619 to make the tradition a real possibility. If this is not Nickanoose or his father, it at least gives us a suggestion of their appearance.

The Town moves south



1976

This aerial view taken Wednesday Afternoon, June 2nd, depicts the southward expansion of the town in recent years. Looking slightly east of north, we see the town at upper left, the harbor, Coatue and Great Point at upper center and right. At left, Surfside Road winds south from town, meeting Fairgrounds Road at lower left, which in turn angles up to right center to its junction with Old South Road. The large white building there is the Electric Co. office and garage. Hooper

Farm Road enters Surfside Rd. just above Fairgrounds Rd. as a narrow rutted road, becoming paved further northeast. The short, prominent road between them is Gray Ave., which intersects Parker Lane at center. Large and conspicuous white-roofed buildings in picture are High School and gym at upper end of Surfside Road, Marine Lumber complex at upper center just above darker First National Store, and Nantucket Shipyard on South Beach just below Brant Point.

Maddequecham — vanishing valley



Madaket has its own Fire Station



Henry Kehlenbeck of the Madaket Conservation Association is shown presenting the keys of the new Madaket Fire Station to Coast Guard Warrant Officer Mildred Jewett in Sunday's Open House ceremony. Officials present at the service are from left to right Henry Kehlenbeck, Director of the Life Saving Museum Robert Caldwell, Warrant Officer Jewett, Selectman Jack Gardner, Lt. William Kline of the Coast Guard Loran Station and Chief George Crook of the Coast Guard Brant Point Station.



*Beachside
and
the Cliff*



Gull's eye

view

Looking due north from low altitude over the grey-shingled roofs of the northern part of town. India St. is in the right foreground, while Lily St. angles upward from the lower left. Academy Hill School is at lower left center, the Gordon Folger Hotel touches the steeple of the North Church, the Jared Coffin House can be seen at right center, distinguished by its white cupola. Beachside Motel is at upper left, and the tip of Coatue Point can be seen behind the strut, with the eastern jetty barely visible extending from it.

Making Port



The topsail schooner Shenandoah made a handsome sight as she sailed in the channel Monday afternoon, heeled well down on the starboard tack, foam tumbling under her lee bow. Hands stand by on the bow ready to go out on the jibboom and take in the flying jib as the ship rounds Brant Point.

Hurricane surf at Nobadeer - 1976



Heavy swells from Hurricane Belle sent massive 15-foot breakers thundering ashore on Nobadeer Beach last Tuesday morning.

Nobadeer beach and passer-by



1836 — 140 Years Ago

"Yesterday afternoon, just about the time of high water, a sudden and unusual elevation of the tide was noticed in the northern part of this harbor, followed by as rapid a depression, the cause of which remains unexplained. It was remarked that in less than ten minutes the water rose perpendicularly two feet; and sunk again in about the same space of time. Upon some parts of the beach, presenting but a gentle slope, the tide extended some forty feet beyond high water mark. The weather was remarkably mild, there was very little wind, and there had been no recent storms. During the progress of the phenomenon, a thick cloud arose in the northeast and the wind suddenly changed to that point from the west; but as quickly returned when the water fell to its original level." — *The Inquirer*, June 18, 1836.

1876 — 100 Years Ago

On June 14 163 members of the Masons, Odd Fellows and Rebekahs left Steamboat Wharf at 8 a.m. in a dense fog in 9 yachts bound for Wauwinet. A stiff breeze fortunately cleared away the fog and they reached the Haulover at 1 p.m., where they became the guests of Messrs. Kenney and Small at the newly opened Wauwinet House. They enjoyed a bountiful dinner, had a tour of the finely appointed hotel, attended a dance in the dining hall and, at 5 p.m., left for town. By 7 p.m. every boat was at its own mooring.

A severe rainstorm struck the island on Sunday, June 10, one of the severest in many years. It was a tempest "with uncommon fury" which flooded the streets with a total of 5.08 inches of rain. Lightning went down the conductor on the Unitarian Church three times, fortunately only tearing off a few shingles. It struck the house of A. M. Myrick on Union Street, cracked the chimney from top to bottom, broke the fire-board into pieces and overturned a trunk and several chairs. The house of Joseph Swain on Centre Street was struck between two windows, cracking the house. Joseph Ray, of Squam, was on his way home from Coskata with his team. He remembered only seeing the lightning hit one wheel of his wagon, but little else until his horse took him nearly back to his home.

Brig "Unicorn" puts to sea



Brig "Unicorn" of Ft. Lauderdale rounds Brant Point outward bound last Friday evening as about 50 people watch. Although a light southerly breeze was blowing, the tide was running in strongly so the brig put to sea under auxilliary power.

Nantucket Lightship is open to the public

The long awaited opening to the public of the Nantucket Lightship took place this morning at 10: a.m. There was no fanfare, just the simple admittance of people to the decks of the ship.

Admission is the same as for all other Historical Association exhibits, \$1 for adults and 50 cents for children. Members of the Association are admitted with the presentation of the membership card.

Access to the Nantucket Lightship is behind the Hickory Farms building on Straight Wharf. Curator Ben Richmond said that a gangplank is in place for the convenience of all visitors and most of the ship is open. There is not a guided tour per se, everyone can go around and see what they want to see. Dick Swain, ship keeper, is available to answer any

1901 — 75 Years Ago

The Pacific Club for the first time in history made an excursion from Nantucket, on August 21, to visit the New York Herald's "wireless" telegraph plant at 'Sconset. The organization was now composed of less than a half dozen sea-faring men, whereas it was once composed almost entirely of master mariners.

Making the trip to 'Sconset were Hon. James Easton, age 94; Capt. William H. Tice, age 86; Robert P. Pitman, aged 90; and Franklin Nickerson, age 83. Others, whose ages included many nearly in their 80's were Joseph W. Clapp, Andrew M. Myrick, James H. Gibbs, John Killen, John Morrissey, John W. Summerhayes, Joseph C. Brock, Josiah Folger, C. B. Dahlgren, John M. Winslow, Daniel Whitney, William H. Macy, Allen Coffin, B. C. Easton, Benjamin Sharp, David Parker, H. R. Coleman, George E. Grimes, Clinton Parker, E. B. Coleman, George W. Edwards, Alexander M. Myrick, and C. W. Bunker. Several of the group also visited the 'Sconset Casino. They returned to Nantucket via the return 5 o'clock trip of the train.

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1926 — 50 Years Ago

A new edition, the 4th, of "Argument Settlers" was off the press. It had been out of print for 6 months.

*'Peace on earth,
good will toward men'*



Hark The Herald Angels Sing

Hark! the herald angels sing,
"Glory to the newborn King;
Peace on earth, and mercy mild,
God and sinners reconciled!"
Joyful, all ye nations, rise,
Join the triumph of the skies,
With th' angelic host proclaim,
"Christ is born in Bethlehem!"
Hark! the herald angels sing,
"Glory to the newborn King!"

Christ, by highest heaven adored,
Christ, the everlasting Lord,
Late in time behold Him come,
Offspring of a virgin's womb.
Veiled in flesh the Godhead see;
Hail, the Incarnate Deity,
Pleased as Man with man to dwell,
Jesus, our Immanuel!
Hark! the herald angels sing,
"Glory to the newborn King!"

Madaket Fire Station Open House set for Sunday

The keys to the Madaket Fire Station will be officially turned over to Fire Chief Gaspie and the Board of Selectmen this Sunday at 2 p.m. Many Madaket residents have worked hard getting the fire station ready for winter and to celebrate the completion of the work an Open House is set for Sunday. Representatives of the Coast Guard and residents of the small village are expected to be in attendance for the presentation and the unveiling of the official signs and small Coast Guard plaque.

For nearly 100 years, the Coast Guard Boat House has been a landmark in Madaket. With the termination of the main Coast Guard Station in Madaket in the early 1950's, the building fell into disrepair and was sold, along with other surplus former Coast Guard land, to the Town of Nantucket for town use in the late 1960's.

In 1973, Fire Chief John Gaspie, Jr., looking for a location for fire protection equipment, established the Boat House building as a fire station, and with the assistance of the Firemen's Association, and the Madaket Conservation Association, installed heating and stationed an engine in the building.

In 1974, the Madaket Conservation Association undertook to find a more suitable location and improving of fire station facilities. Land at the corner of "H" Street and Madaket Road was donated to the Town and, with the assistance of the Selectmen and Finance Committee, funds were appropriated at Town Meeting in 1975 to relocate the building and make it suitable for Fire Department use.

There were many setbacks and the funds appropriated fell short of the monies needed to get the building relocated. In the moving process, the boat house doors fell off and things looked pretty dismal. However, Madaket residents contributed money, materials and hundreds of hours of labor and a lot of pride, and our Madaket Boat House came to life.

The Nantucket Fire Department, Madaket Station building is now equipped and functioning as a year-round fire house. There are still many little things to be done,

but the building and equipment the tradition of its former owner is now in "Semper Paratus" status.

At 2 p.m. Sunday, the Madaket Fire House will be open for inspection to all residents of Madaket. The signs identifying the building as a division of Nantucket Fire Department and a small plaque, identifying the building as one of the last Coast Guard Boat Houses in Nantucket will be installed. The keys to the building will be formally turned over to the Chief of the Nantucket Fire Department and the Board of Selectmen.

Representatives of the U.S. Coast Guard and the Nantucket Lifesaving Museum will be invited to inspect the building that is now entering its second century of use by local government for protection of life and property of the residents of Madaket.

The Argo Merchant Monday morning

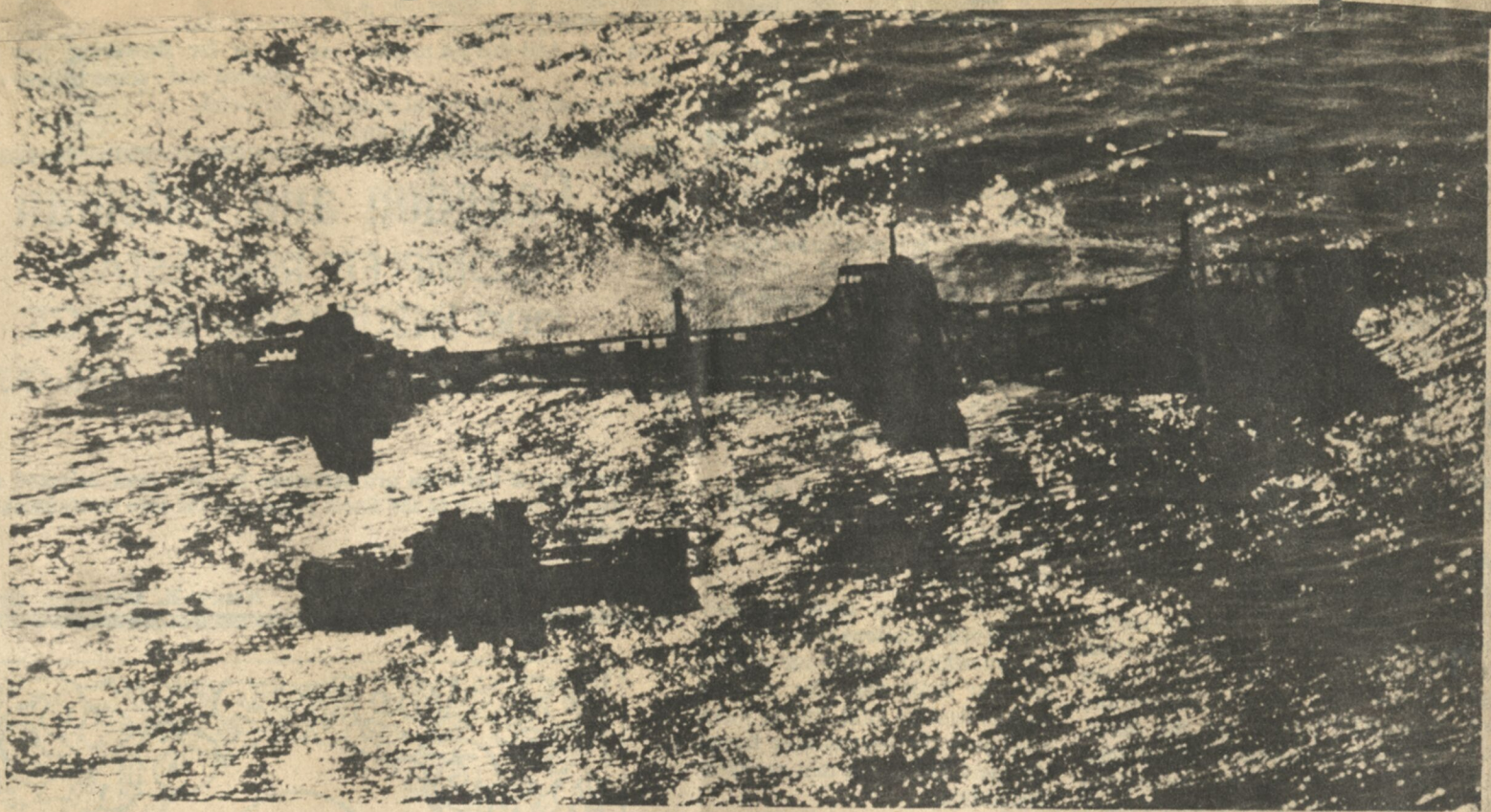


Photo by Tom Giffin

Morning sunlight frames the sunken stern of the tanker Argo Merchant last Monday as she lay stricken on Fishing Rip. The Coast Guard buoytender Spar rolls gently in the swell to leeward, while hovering over the tanker's forward kingposts can be seen Coast Guard helicopter 1438, getting ready to lower equipment to a working party on the fo'c'sle head.

The Argo Merchant Tuesday morning

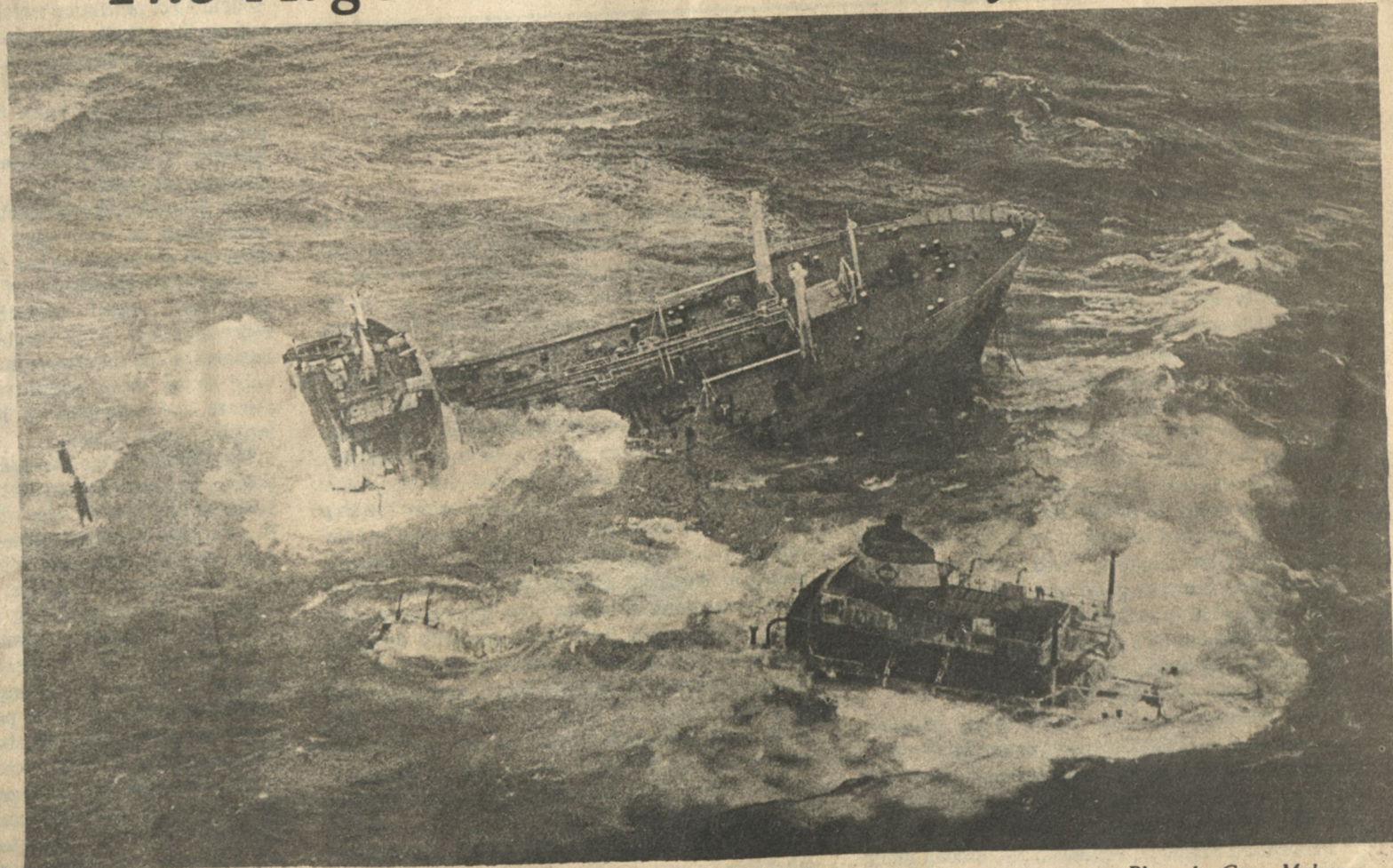


Photo by Gene Mahon

Remains of the Argo Merchant after her hull broke in half Tuesday morning, releasing the oil in the tanks at the location of the break. The stern settled level in about 50 feet of water near its former heading of about west by south, while the floating bow, its after part on the bottom, pivoted to the right to a northeasterly heading. Wind is northwest, from the left.

The Little Grey Lady



The town as seen from 3500 feet looking north-northeast just before noon last Tuesday, October 19th. At extreme left can be seen the vertical line of Lily St. adjacent to the Old North Church. At lower left are the corners of Prospect Hill Cemetery at left and the Catholic Cemetery at bottom. Prospect St. cuts across the lower part of the picture past the Old Mill, center, and the hospital, lower right center. Cyrus Peirce School is at extreme bottom right, and the S-curve of Union St. running into Orange, is at extreme right. Large building with prominent white trim at left center is the Methodist Church, and the Atheneum and Town Building can be distinguished above it. Can you find your house in this picture?

Tanker grounds 28 miles off Sconset; no spills yet

Early Wednesday morning, probably shortly before daylight, the 30,000-ton Liberian tanker Argo Merchant ran aground on the southeast edge of Fishing Rip, 28 miles east-southeast of Sconset. (See map, page 3.) The Argo Merchant was inbound from Venezuela to Boston carrying 27,000 tons of No. 6 heavy oil, and probably drew 33 or 34 feet of water. Reported position is 41 degrees 02 minutes north, 69 degrees 27 minutes west.

Answering the ship's call for aid, the Coast Guard dispatched helicopters from Cape Cod Air Station at Otis, and the large cutters Sherman and Vigilant were dispatched from Boston and New Bedford, respectively. The 640-foot ship began taking water in the engine room, which is aft, and Coast Guard helicopters lowered three small independently powered

pumps and eight men aboard to help deal with this, and took off about 20 of the ship's 38-man crew.

Source of the leak or leaks is unknown, but a Woods Hole geologist stated that there are a few glacial boulders on the sandy bottom in that area, and one of these could possibly have punctured a plate. No damage to the ship's many cargo compartments has been reported, and what oil has been seen is thought to have come from minor sources in the engine room.

A 15- to 20-knot southwest wind throughout the day Wednesday kicked up a 6- to 10-foot sea, which hampered operation of small vessels near the ship but did not interfere with helicopter work. These aircraft shuttled back and forth all day, and seven of them stopped in Nantucket to refuel, taking on a total of 1875 gallons of jet fuel for their turbine engines.

The small pumps were unable to cope with the rising water in the engine room, which reached a depth of 21 feet during the following night, and larger pumps, with capacities of 1800 gallons per minute, were ordered up from Elizabeth City, North Carolina. Three of these powerful units were flown to Otis by C-130 Hercules airplanes, and one was put aboard, in several sections, by a large H-3 helicopter during the night. By 0430 this morning it was in operation, while the other two were being taken out to the ship from Woods Hole on the Coast Guard buoy tender Bittersweet, expected to arrive by three o'clock this afternoon. Coast Guard spokesmen expressed the hope that these pumps would be able to pump the engine room out, and that this restoration of buoyancy would enable a commercial tug, which is expected to be standing by, to tow the tanker off the 3-fathom shoal. The tanker's own engine is understood to be out of commission due to the flooding, and the ship will therefore have to be towed to a nearby port, perhaps Boston or Providence, when and if she is refloated.

Meanwhile the Coast Guard has flown an oil-spill containment and

cleanup team to the area to deal with any oil spills that may occur, either in transferring any of the oil cargo to a barge to lighten the ship, or in the event that any cargo tanks should rupture.

If the ship is refloated before any severe weather develops there is thought to be little risk of serious oil pollution. If salvage efforts should fail then the ship would face eventual breakup, and a major effort would no doubt be made to pump the cargo and fuel oil into barges before that could happen. Civilian divers are scheduled to go down and examine the hull today for possible underwater damage, and to explore the surrounding sea bottom before an attempt is made to tow the ship off the edge of the shoal into deep water.

Last-minute information received from the Coast Guard at Otis at 11 a.m. this morning is that no sign of any oil pollution from the cargo is visible. The single large pump airlifted aboard is making very slow headway against the engine room water, which implies that the two additional pumps coming with the Bittersweet may be able to pump out the compartment readily. Two more such pumps are being flown to Otis in case they are needed, and several more personnel from the Coast Guard's anti-pollution division are being flown in, both from North Carolina and the Gulf coast, along with oil-containment gear. Large fenders are also being brought up for use between the tanker and barges. Present plans are to begin discharging the oil cargo into barges as soon as possible, and a tug and barge (of unspecified capacity) is under way to the site at the moment. They will probably arrive sometime tonight or early tomorrow.

At 11:45 word was received that a number of the Argo Merchant's remaining crew were being flown ashore to Nantucket. The Air New England Security room was being readied to receive them, as the men are understood to be non-U.S. citizens and must be kept separated from the general public until Immigration, Customs and Health procedural requirements are met.

over school design

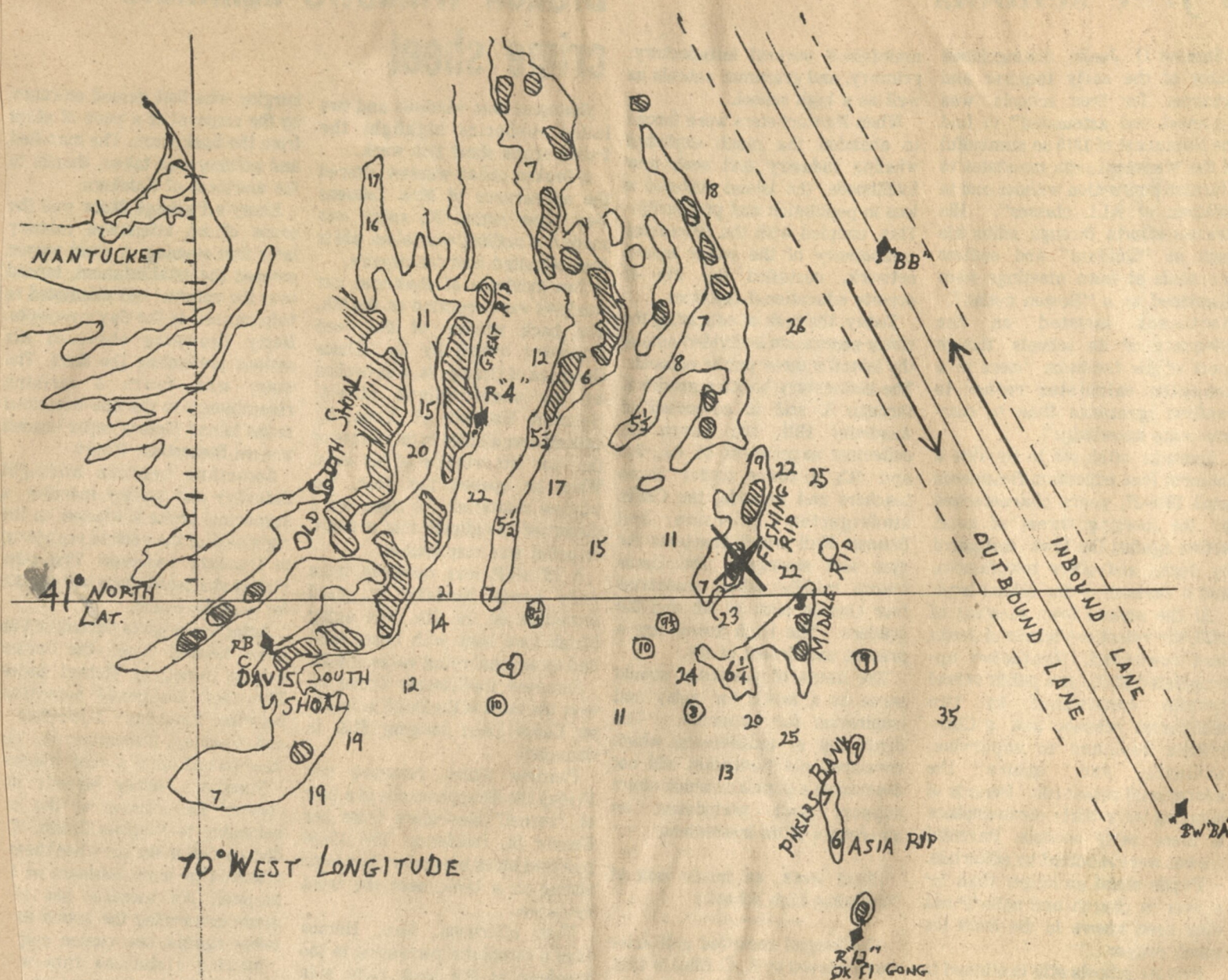
diagonal siding, in conjunction with the window configurations and classroom clusters breaks up the mass successfully.

Lieb pointed out that the highest projection stands 28', safely below the HDC vertical ceiling of 30'.

The application for a preliminary approval was withdrawn at the suggestion of the HDC. On January 3rd, the architectural firm and Building Committee is expected to resubmit a more detailed application and the HDC should have had sufficient time to study the building scheme. Leon Sherburne recognized the long hours put into this project, but he stressed the need for careful consideration so that the community may "live happily with this very important structure."

Jack McElderry called for a "realistic" approach to this building which "represents the response to many considerations." He suggested that the group summon up "a lot of tolerance" in the future. Tuesday's stormy meeting, the scene of accusations concerning the qualifications of the HDC members and the departure of a member in protest, resolved what it set out to do.

Grounded tanker shown on chart



Above is a partial tracing of the relevant section of the 13009 chart of the National Ocean Survey, showing the position of the grounded tanker and the nature of the surrounding waters. Isolated figures are depths in fathoms (6 feet), hollow outlines are the 10-fathom curves, enclosing areas of that depth or less, and hatched areas are of 5 fathoms (30 feet) or less. The tanker's best reported position, 41 degrees 02 minutes North, 69 degrees 27 minutes West, is marked by an X on the south part of Fishing Rip, near a 3-fathom spot. Black diamonds are buoys, and at right, about 9 miles from the tanker, is the shipping lane into Boston, with seabuoy "BA" marking its entrance. To the south is wreck buoy "12". The ship was reportedly approaching from the south. At left is a scale of nautical miles marked on the 70th meridian for the reader's convenience. Details near Nantucket, upper left, are omitted, as are many depth figures and other details.

Silver service removed then returned to Jared Coffin House

Highlighting this week's crime report is the mysterious disappearance and subsequent return of several components of a silver-plated coffee-tea service from the Jared Coffin House in the predawn hours, Sunday, November 14th. It is believed that an unknown person(s) opened the unlocked rear door, entered the Eben Allen dining room unobserved, heisted the coffee urn, teapot, creamer and sugar bowl from their glass housing and exited the same way. The service, a wedding gift to Bernard Coffin in 1874, has been on public display at the J.C. House for the past eight years, thanks to the benevolence of the former owner, the Nantucket Historical Trust. Wednesday morning, shortly before 8 o'clock, Margaret Read, co-owner of the stately hotel, noticed two brown shopping bags, stationed at the Centre Street side

entranceway. Her curiosity prompted her to peek at the contents. She was wonderfully surprised and greatly relieved to find the missing heirlooms. There are no leads. One can only conjecture as to the motive for such a theft - a prank, a grudge or maybe the service was borrowed for a Sunday brunch. Regardless, Phil and Margaret Read are grateful to the party responsible for its return.

Broken windows were the other events that plagued the police this week. The home of Robert Wareham was victimized by an unidentified assailant(s) who smashed a pane of glass in the rear of his Hussey Street dwelling, sometime between the afternoon of Saturday, November 6th and November 13th. No visible sign of entry was evidenced.

Rick Nalger, the caretaker of 139 Main Street, reported the destruction of eight window panes of a tool shed, situated to the rear of the house. The willful and malicious damage was caused by a BB gun. Nalger noticed small kids playing in the vicinity on the 14th, the date of said offense.



Fire Chief John Gasple drove the Madaket fire engine out of the new Madaket Station for everyone to see. Approximately seventy members of the village of Madaket, and the island attended the open house. Champagne and hors d'oeuvres were served after the presentation.

Phil and Margaret Read purchase Jared Coffin House

This morning at 8 a.m. Philip and Margaret Read officially assumed ownership of the Jared Coffin House from the Nantucket Historical Trust with the signing of the "papers". Tomorrow noon, the Reads will host a luncheon for town officials, members of the Trust,

family and a few friends at which time the deed to the property will ceremoniously be turned over to the new owners by Trust member Henry B. Coleman.

Only the ownership is new to the Reads. In 1966 Phil leased Nantucket's only year round hotel from

the Trust and has been the innkeeper since that time. Phil and the Jared Coffin have become synonymous over the past ten years so the actions of this week seem to be a mere formality.

Phil has been on Nantucket for almost twenty years. He is married to the former Margaret Gibson, daughter of Mr. and Mrs. Thomas Gibson and become one of the island's most active businessmen in the community. He is a corporator of the Nantucket Savings Bank, organizer and president of the Nantucket Counseling Service, a trustee of the Nantucket Cottage Hospital and a member of the Masons and Wharf Rat Club. He is vice president of the Massachusetts Hotel and Motel Association and the New England Innkeepers Association. He is a former member of the Governor's Commission on Vacation Travel, the state representative of the Nantucket Housing Authority and past president of the Chamber of Commerce and the Rotarians.

Phil came to Nantucket in August 1958 with the U.S. Coast Guard. During his three years with the service on island he served as cook at the Loran Station and aboard the 82 footer. He and Margaret were married in 1960 and upon his discharge in 1961 the couple moved to the mainland so Phil could complete his schooling. In June 1963 he received an Associated Degree in Resort and Hotel Management from Paul Smith's College in upper New York state. He was employed with Clarkson Food Service in Buffalo and was district manager for Servomation Food Service in New Haven prior to returning to Nantucket to take over the Jared Coffin House in 1966.

Margaret is a native Nantucket and a graduate of the Nantucket High School and Westbrook Junior College. She will assist her husband in the operation of the hotel but at the present time is fairly well consumed with the care of the couple's two children, Christopher 8, and Amanda, 6. However, Margaret manages to arrange her busy schedule to include teaching Sunday School at the Congregational Church and pursue her hobbies of needlepoint, crewel, gardening and reading.

One of her duties and pleasures at the Jared Coffin House is preparing the traditional green



Photo by Larry Cronin

Phil and Margaret Read assumed ownership of the Jared Coffin House today, Thursday, October 28, 1976.

Holiday, Yankee, Interior Design, Family Circle, McCall's, and House Beautiful. "The staff does it for me," said Phil when asked about the warmth and hospitality the Jared Coffin House is noted for. One of the most popular times for guests and employees is the Twelve Days of Christmas. In fact the hotel is already filled for Christmas and New Years with only a few openings between these two days.

With a year round staff of 30 that grows to 90 employees in the summer months, the Jared Coffin House has an annual payroll in excess of \$250,000 which is turned back into the community. Phil plans no changes with the change of the ownership of the hotel. He said it will continue to cater to both

the year round residents and visitors.

The history of the Jared Coffin House, named for its original builder and owner, has had a colorful career. Built in 1845, the house was occupied as a private residence for only a year. In the spring of 1846 the Coffins put the house on the market and moved to Boston.

It's career as a hotel began in 1847 when Mr. and Mrs. Robert Parker purchased the building and named it the Ocean House, a name carried until the Trust purchased and renovated it in 1961. Many changes took place during that period. The hotel has had a number of owners and some rather strange guests as well as memorable guests. President

Ulysses S. Grant "partook of a collation" at the hotel in August of 1874 when he visited Nantucket.

The annex, known as the Daniel Webster House, a name of one of Jared Coffin's whaleships, was converted from rooms and office space for the employees into guest rooms in 1972.

Today the Jared Coffin House is firmly established on Nantucket as one of the island's most popular places for visitors and residents alike. Guests come from all over the country with the largest numbers coming from Massachusetts, New York, Connecticut, New Jersey, Pennsylvania, Rhode Island, Ohio, Illinois, California, and Washington, D.C.

Traditional wreath that graces the front door of the hotel during the holiday season. Phil proudly noted that this month's issue of Early American Life features a story on Margaret making this year's wreath. She is also the one that selects the Christmas gifts for the hotel guests. Phil said she really loves Christmas, "she's a Christmas girl".

The warmth and friendliness of Phil and Margaret Read carries over into the atmosphere of the hotel which has been capitalized on in numerous magazine and newspaper features, including

MB
A part of the



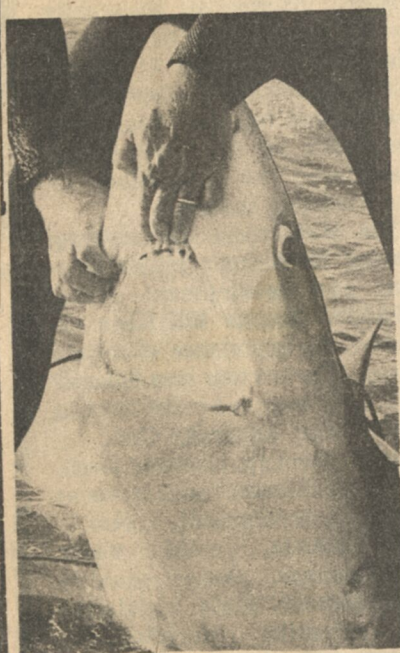
Capt. Jack Dooley of the Trader V continues to be on the mark when it comes to harpooning swordfish. First the Trader V landed a record breaking 724 pound swordfish and then several days later it brought in three large fish that were all caught in about an hour's time. All the fish were harpooned by Capt. Dooley. Shown above are captain of the boat and harpooner, Jack Dooley (second row, third from the left), mate of Trader V, Peter Dooley (front row, second from the left), and crew and well wishers at the official weighing in of the catch. The largest swordfish weighed 425 pounds and the two smaller ones weigh 299 and 267 pounds. All four Trader V catches have been made south of Nantucket.

Photo by Larry Cronin

Blue Shark found in Madaket Waters



Photos by Larry Cronin
Andy, Heather and Chris McGarvey, children of Glenn and Brenda McGarvey get a close look at the 10 foot blue shark that was found about 100 feet off the Madaket Beach last Saturday. It is believed that the shark still had some life when it was first spotted off the beach but was definitely dead when it was pulled ashore.



Shades of jaws! Larry Cronin shown forcing open the mouth of the unexpected arrival.

Philip W. Read moderator for Association



Philip W. Read, owner and Innkeeper of the Jared Coffin House and Vice President of the Massachusetts Hotel-Motel Association, was moderator at one of the workshop's of the Association's annual fall convention held on Nantucket in October.

Shown above are some of the participants in the workshop. From left to right are Mrs. Robert Stone of the Lighthouse Inn in West Dennis, Read, Mr. and Mrs. Angus MacDonald of Jug End in the Berkshires, South Egremont and standing are Robert Stone and Brooke Evans of Dunfey's Hyannis Resort.

Cancellation of Town Meeting unprecedented in Nantucket

Thursday night, for the first time in Nantucket History, Town Meeting could not be held because not enough people attended to form the required quorum of 5 percent of the registered voters.

Friday night, for the second time in Nantucket history, Town Meeting could not be held for the same reason.

It is difficult to determine whether this regrettable precedent reflects voter apathy or voter rebellion. In either case, during this important phase of growth and change on Nantucket, voter participation is essential, whether for or against the issues involved.

Town Moderator Wayne Holmes announced at 8:05 Thursday evening that 100 people were present and he would wait until 8:30 in the hope that 88 more would arrive. By 8:30 there were still less than 140 people. Holmes scheduled the meeting for Friday evening and told everyone in the room to bring a friend.

"I for one find it very sad that we can't get 188 people out of 3,000

registered voters on Nantucket," Holmes told those in attendance.

At 8:07 on Friday evening Holmes called the meeting to order and announced there was not a quorum sufficient to conduct business.

"Provincetown has been trying to get a quorum for five nights," Holmes said. "I will not try again. On my own authority I now dissolve this Town Meeting of Nantucket."

Holmes explained that it costs money to keep setting up the meetings. "Any and all business scheduled may be brought before the Town Meeting in April," the Moderator concluded.

Work on tax figures, delayed in part to await the results of the Town Meeting, is now proceeding, and Nantucket property owners can expect to receive their tax bills about the first of December.

The final adjustments on Nantucket property were given to the computer firm early this week. The Town Assessors expect that it will take approximately two weeks

for the final valuation to get back to the island. This information will then be figured in with appropriations voted by the Town and figures from the state Cherry Sheet to determine the tax rate. The rate, depending on which assessor one talks to, will be \$100 to \$116 per thousand dollars. Last year's rate was \$90 per thousand dollars.

Fall exodus in Progress

Columbus Day weekend has all the earmarks of Labor Day weekend, signalling an end of many visitors coming to the island.

While many hotels were near capacity occupancy, there were fewer people coming and more people going on the boats. In fact, an extra trip of the Nantucket was needed Friday night and Monday night. The boat left at 8:30 p.m. and returned at 2:30 a.m. both nights. Those who were trying to get cars off-island without reservations found that they sometimes had to wait two boats.

The weekend was as had been expected and many of the visitors to the island had reservations far in advance of their actual arrival. The restaurants were not overflowing with patrons but there was a healthy trade. Many of the last of the summer employees have left or will be leaving soon. The White Elephant has moved its activity from the Main Hotel to the Breakers. Many other shops and restaurants have closed or will be closing. Things seem to have slowed considerably, winter hours have gone into effect in some establishments and those tourist-dependant businesses which are still open will not be open long. The Hy-line ferry will not be running after the end of the month and the Steamship Authority will have only two boats a day.

The Chamber of Commerce, in a move to extend the season, sponsored the first annual Columbus Day Road Race, which was a big success and may be bringing quite a few additional people to the island in the future.

Passenger praises SSA

personnel

To the Editor:

On Saturday, October 9, I came to Nantucket on the Steamer Nantucket with a large number of tourists. As my sight is impaired, I deeply appreciated the assistance of members of the crew in helping me debark. They were most courteous and kind.

Sincerely
Mrs. Gertrude Pratt

'Sconset West, looking North

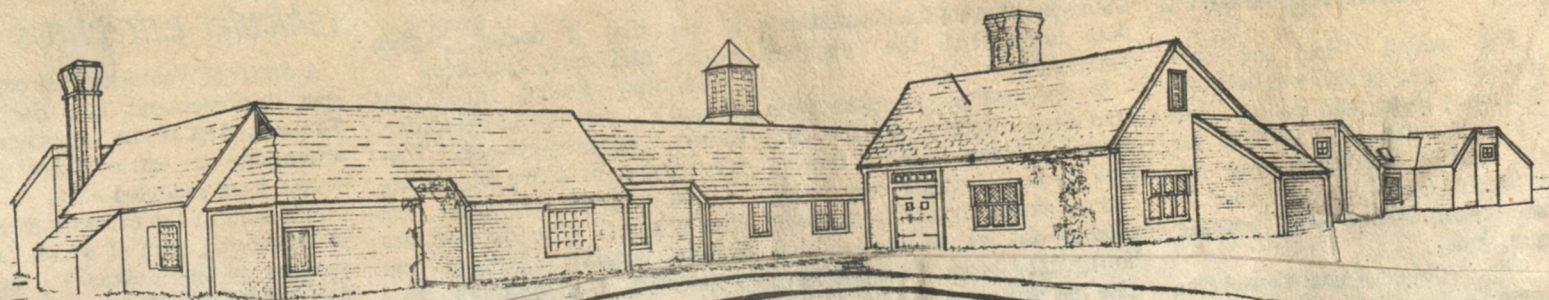


Road to Hither Creek



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New Island Home plans presented to HDC



OUR ISLAND HOME, NANTUCKET, MASSACHUSETTS — ENTRANCE SKETCH

Preliminary plans, a scale model, sample materials and happy financial news were included in a presentation of the replacement for Our Island Home to the Historic Districts Commission Monday afternoon.

Architect Daniel R. Sullivan told HDC members Allen Royal, Leon Sherburne and Richard Swain that the proposed facility is one of only a few in the state that will be run by the municipality at no profit.

"The federal government looks with support on these," Sullivan said.

In fact, the architect pointed out, "You have a very real possibility of getting a federal grant that will cover the entire building cost."

If that doesn't go through, Sullivan said the state will reimburse the cost of building the facility, and will also reimburse maintenance and personnel costs even in the unlikely event that the

new facility is not licensed as a Public Medical Institution.

The architect qualified his remarks by explaining that only regulation items are reimbursed by the state. "If you want a chapel or a dance hall," he said, "the state won't pay for those."

Since the state has determined that Nantucket's need is for a 45-bed unit, Sullivan continued, that is what they will pay for. They will not pay for a 35-bed unit or a 60-bed unit. "You don't muck around with them," he cautioned. "They've got it set."

Nor will the state compensate the cost of private rooms, of which the proposed facility has five. "But you have private people paying for the singles," he pointed out.

"In reality it's not going to cost anything," Sullivan said, "and you'll have first class care when you get old."

Those present were also

reminded that the state won't pay the money to fix the old building. "Furthermore, they'll close it down," Sullivan reminded the group.

He said the existing Our Island Home is "an extraordinary facility through the effort people have put into it."

"There are local people running it, working in it and living in it." Sullivan compared the existing facility with a similar structure in Falmouth, which is run, staffed and used by "people from everywhere".

The architect said the new facility should reinforce this already existing spirit of an "extended family situation". The exterior is designed to look like a whaling village - "totally Nantucket" - Sullivan told the HDC members.

Samples of the brick proposed for the exterior walls were shown to the Commission members. The

brick is in variegated earth tones ranging from off-white to pinkish brown. "It looks like it's always there," Sullivan commented.

The roof will be either asphalt shingle or fire retardant wood shingle. "It looks like it's always there," Sullivan commented. The roof will be either asphalt shingle or fire retardant wood shingle. "It looks like it's always there," Sullivan commented.

He explained that the surrounding landscape will be planted with low trees (Japanese Black Pine) to break the line, with earth mounds and wind deflectors on the harbor to cut heating costs.

In describing the effect of the exterior design, Sullivan spoke in terms of people driving by the structure. "They won't say 'look, that wasn't here last year,' " he said. "They'll say 'Isn't that nice - Nantucket changes.' "

Nobska relics presented to Foulger Museum



General Manager of the Steamship Authority John McCue, right, is shown above presenting various items of the steamer "Nobska's" equipment to Historian Edouard Stackpole, who accepted the items for the Nantucket Historical Ass'n. L. to r. behind the two men are Leroy True, Administrator of the Association, Steamship Authority freight clerk and independent steamship historian Joseph Morin, Nantucket Authority Member Adriaan Roggeveen, and just retired Steamship Advisory Board member Norman P. Giffin. Items shown include kerosene-burning emergency sidelights and bow light, and binnacle cover, on the floor; nameboard resting on them, brass capstan plate behind the clasped hands, and ship's bell and other plates.

A collection of relics from the popular steamboat Nobska was presented to the Nantucket Historical Association by officials of the Steamship Authority in a ceremony taking place at the Peter Foulger Museum on Friday afternoon, November 19. Participating in the affair were John McCue, General Manager of the Steamship Authority; Leroy H. True, President of the Nantucket Historical Association; Adriaan Roggeveen, Nantucket member on the Authority; Norman P. Giffin,

Financial Advisor for the Authority; Nantucket freight clerk for the steamship line, Joseph Morin, who is currently writing a book in collaboration with Paul Morris on the history of the Island steamboats; and Edouard A. Stackpole, Director of the Peter Foulger Museum, and the Association's Historian.

In a brief ceremony Mr. McCue turned the collection over to Mr. Stackpole, for future display at the Peter Foulger Museum, where mementoes of other steamboats which served the Nantucket line are on display.

The Nobska's pilot house nameboard, rescued after an attempt to steal it while she lay alongside the wharf here, was a prominent part of the collection, together with the brass capstan plate, bearing the name of the vessel and other data; the Builder's Plate, affixed at Bath Iron Works, where she was built in Maine, also with the date of her building; the boiler maker's plate.

When the Nobska left Nantucket under tow for her new berth on the mainland there were many on the wharf to watch the departure. She was one of the most dependable steamboats ever to run on the Island line, and began her career in these waters immediately upon her launching at Bath in 1925. One of four vessels built for the company during the 1920's — the Islander in 1923 the Nobska in 1925 the New Bedford in 1928 and the Naushon in 1929 — the Nobska was the last of these fine steamboats to cross Nantucket Sound.

In contrast to the modern craft which are utilized to carry trucker-trailer freight and passengers to the Islands, the Nobska was a graceful queen. She was built for the waters of Nantucket Sound, and her popularity was justly earned. For a number of years she operated under the name of Nantucket, with her original name restored when the new steamer of that name

also with pertinent information: Now used as a restaurant in Baltimore, Maryland, she is the object of a campaign raising money to recover her as a relic.

HB
Continuation of
2 columns

New Hampshire Governor welcomes Nantucket delegation

New Hampshire Governor Meldrim Thompson, Jr., provided a warm welcome for the two delegates from Nantucket who visited him on Monday.

Selectman Mitchell Todd, Jr., accompanied by Alexander Craig, Jr., went to New Hampshire at the Governor's invitation. Thompson has indicated an interest in acquiring Nantucket and Martha's Vineyard, should they secede from Massachusetts.

Todd presented Governor Thompson with a lithograph of Nantucket's Main Street by Marshall DuBock and a Nantucket flag.

Governor Thompson lowered the Massachusetts flag, flying under the New Hampshire flag for the occasion, and replaced it with the Nantucket flag.

Todd and Craig were each presented with a quart of maple syrup made by Thompsons' family, and an ash tray. The ash trays bear the original seal of New Hampshire, a fish, which Thompson termed "appropriate." The Nantucketers were also each given a bottle of whiskey, which, the Governor pointed out, costs less in New Hampshire than in Massachusetts. New Hampshire liquor stores are state-owned.

The Thompson family hosted a luncheon for the visitors, which was also attended by the director of the State Department of Public Works, the Governor's Director of Public Affairs, and the New Hampshire House Speaker George Rogers.

While the occasion was largely a cordial exchange of mutual interest, Todd reported some interesting facts about New Hampshire and steps state officials are willing to take to accommodate the islands.



New Hampshire Governor Meldrim Thompson proudly displays his Nantucket secede sticker to Selectman Mitchell Todd during Monday's meeting.

The two islands, according to Todd's report, would be accorded seven representatives to the State House. New Hampshire representatives are paid \$100 per year, plus travel money for each day they sit. The legislature sits 3 days a week for 6 months every two years.

The DPW director informed Todd that he had already computed funds to be allocated for the island road work. Nantucket would

receive five million dollars and Martha's Vineyard, ten million dollars.

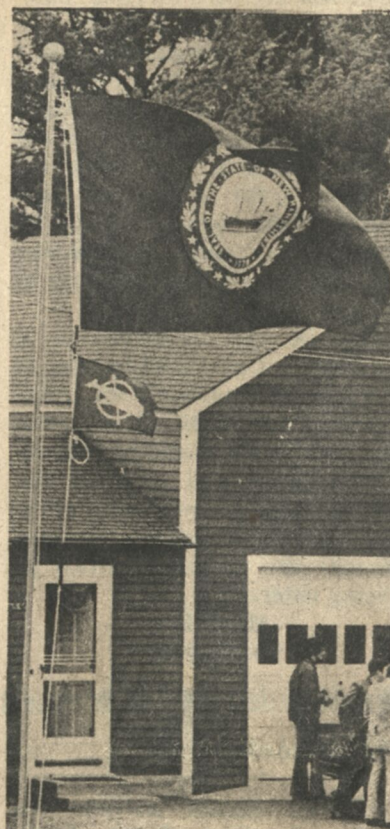
Individually owned liquor stores here could be maintained by their owners through a "grandfather clause" but would purchase the liquor from the state.

Thompson assured the delegates that a Massachusetts lawyer would have no trouble mastering the New Hampshire law. Todd reported that the New Hampshire law books

take up about three feet of space on a shelf. Massachusetts law books are about three times more voluminous.

Todd was also told by the Governor that state police personnel, the game warden and the Registry of Motor Vehicles could be incorporated into the same positions in New Hampshire.

New Hampshire charges a property tax, meal tax, and bedroom tax, but there is no income tax, excise tax or sales tax. Governor Thompson told Todd that a person making \$10,000 "would have \$300-400 more in his pocket than a person making \$10,000 in one of our neighboring states."



Nantucket's official flag flies proudly beneath the New Hampshire state flag in Concord, N.H.

C-130 visits Nantucket Airport



Last Thursday morning this Coast Guard Lockheed Hercules C-130 landed in Nantucket to bring a new propeller to the disabled Albatross amphibian. The C-130 is one of the larger airplanes to visit Nantucket, although outweighed by the Douglas C-124 Globemaster and the Boeing 727 trijet airliner. This Hercules, based at Elizabeth City, N.C., carries a crew of two pilots, one navigator and five enlisted men. Its four Allison turbines put out 16,200 h.p., the ship weighs about 72,000 lbs empty and 155,000 lbs at top gross, will carry up to 44,000 lbs in the big cabin, and cruises at about 300 knots. Wingspan is 132 ft. This is the type which the Israelis used on their long-range raid on Uganda last summer to free the captive passengers on a hijacked Air France airliner.



Winter on Main Street, town of Nantucket: will summer tourists need visas?

By Gordon N. Converse, chief photographer

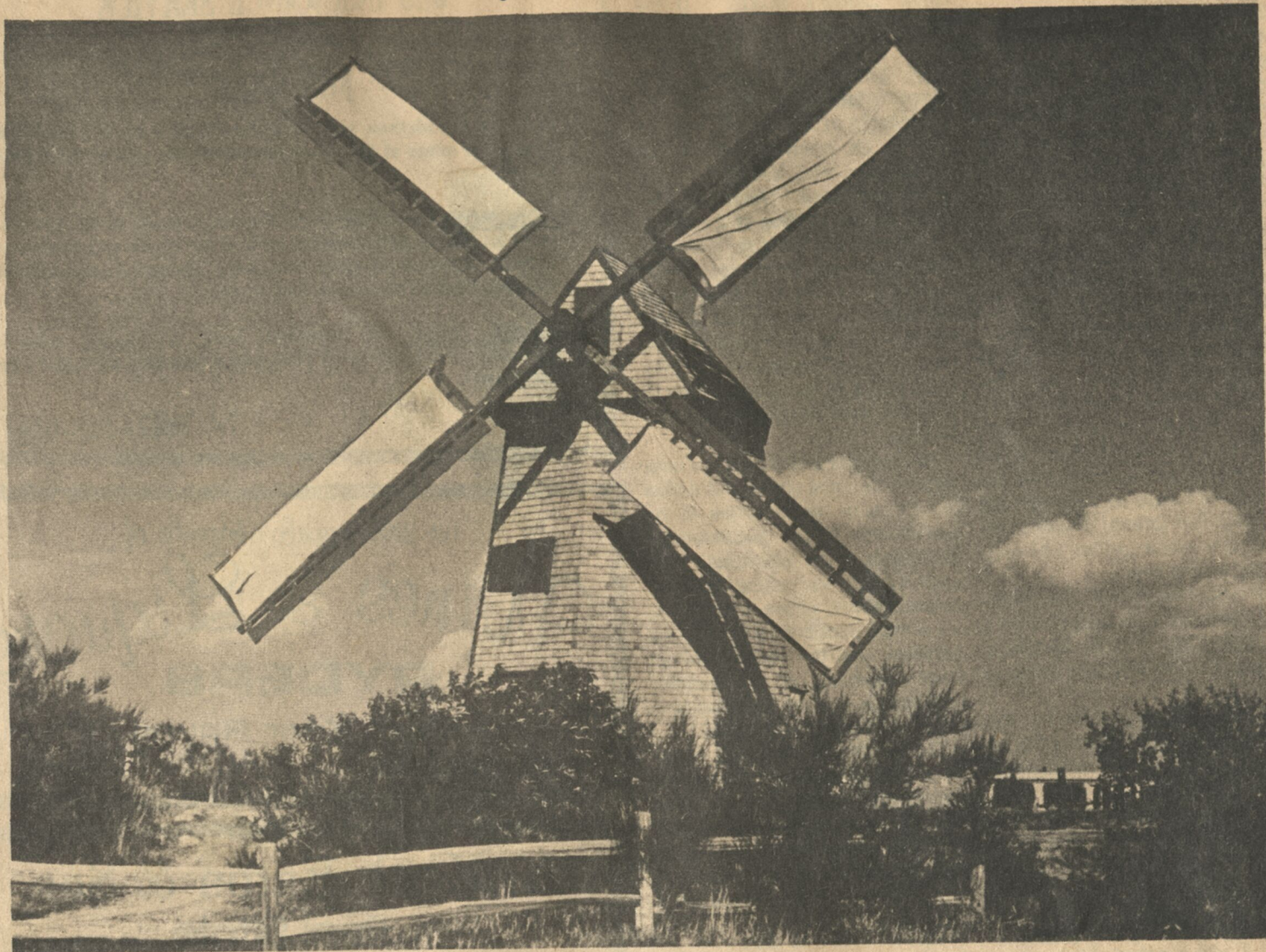
Scallop fleet off Shawkemo



Autumn sky over marsh and Monomoy



History comes alive



With creaking and groaning of ancient timbers and the silent swing of the great, sail-driven arms, the Old Mill grinds corn much as it did when it was new upon Mill Hill 230 years ago.

Town purchases land for pier

The Town dock moved a giant step closer to reality this morning as papers were passed in the purchase of the Washington Street property intended to be the site of the dock.

Plans for the first phase of construction include a parking lot, 60 single berths and a utility shed. In a letter to Sherburne dated December 30, 1976, the Selectmen have stipulated that although facilities for the sale of cold snacks might be provided, the Town will neither provide for nor permit a restaurant or the sale of alcoholic beverages. The letter also states that no fuel and lubricants will be sold on the site.

Phase I construction of dock facilities, according to the letter, does not provide for construction any closer than 190 feet from the north end of the breakwater and the south edge of Commercial

Wharf.

It has been further agreed and stated in the letter to Sherburne Associates that the present Board of Selectmen will agree that if the property purchased is to be sold by the Town in the future, Sherburne Associates will be permitted to purchase the property on the same terms and conditions under which it is sold.

The letter also states that nothing contained in it can be binding on the Town or future Selectmen.

Planning Commission Director William Klein told the Board of Selectmen last night that the Town has received telephone notification of the Bureau of Outdoor Recreation's final commitment to the project. Klein said the Federal government is involved for more than 50 percent in both the acquisition and construction

Wind Power?



Springtime reminder

Springtime is a good time to keep in mind that our Mother Earth is bearing her fruits to us—a gift we should humbly receive and enjoy, not destroy.

We can show our appreciation by being extra careful with where we fling cigarette butts and those nasty roadside heavies—empty beer bottles. For those of you, who for some reason, can't seem to lug around the empties which incidentally, weigh less than those filled with the liquid gold, until the proper moment for disposal—consider the fact that broken glass can and does act as a magnifying glass under a hot sun and will readily ignite the grass.

Grass fires are fine thanks to Mother Nature!

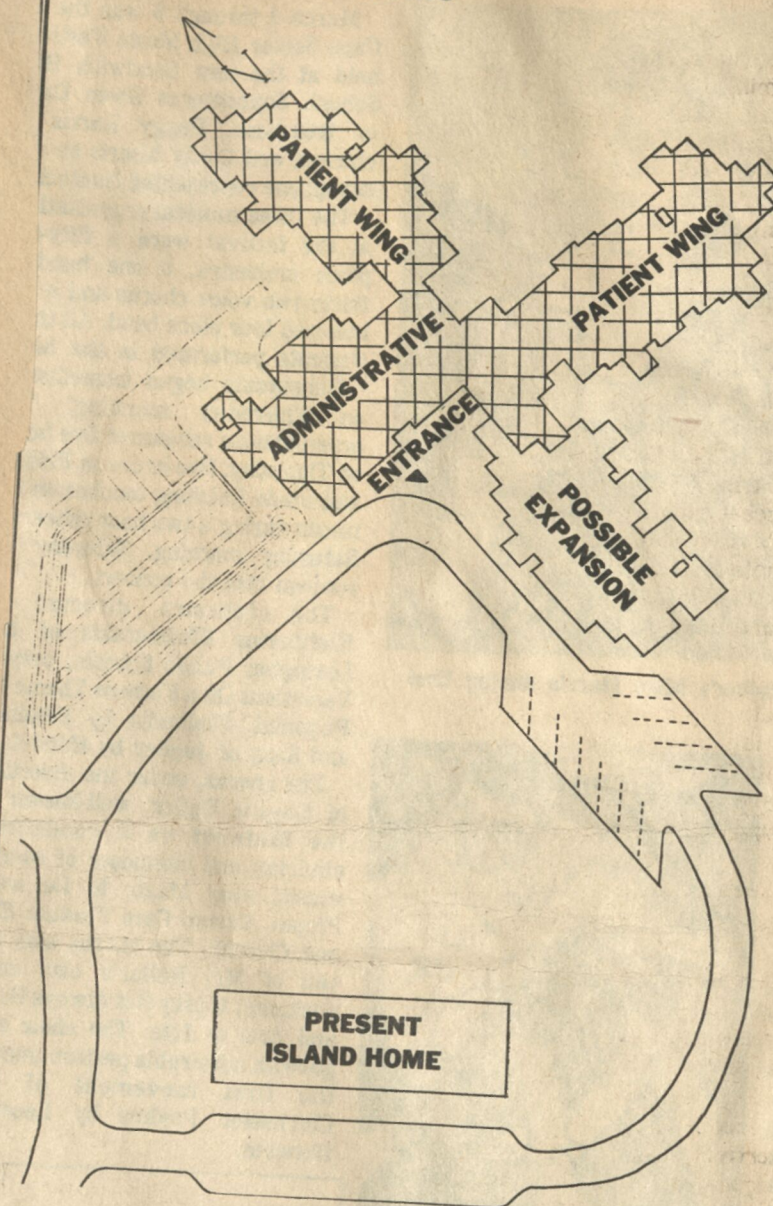
There isn't much that can be said for little kids who play with matches—except DON'T! The fire department extinguished two brush fires this past week, the handiwork of vacationing children. One was off Miacomet Avenue and the other on Walsh Street.

This Saturday is Keep America Beautiful day on Nantucket. Everyone is asked to do his or her part. Think of the suntan you can earn in return.

Litter bags may be picked up in front of the Atheneum from 9 a.m. until 11 a.m. Full bags, tightly tied please, may be deposited at several locales: across the road from the Old Mill, the parking lot at the Jetties, the Siasconset Rotary, and along the main roads.

If it rains, the project will be postponed until April 30th.

Architects present preliminary plan for Our Island Home



Preliminary plans for the new facility to replace Our Island Home were presented at a meeting of the Building Committee Tuesday afternoon.

Architect Daniel R. Sullivan told the Committee that recognizing the character of Nantucket in the design is as important as meeting the functional requirements for physical care. The plans reflect the dovetailing of these two considerations: "One hand washing the other," Sullivan said.

The new 45-bed facility will be constructed behind the site of the present facility. The building will conform to the state regulations requiring barrier-free construction, Sullivan said. Everything in the building will be accessible to the handicapped, including telephones, drinking fountains, toilets and entrance ways, which will be flat and ramp free.

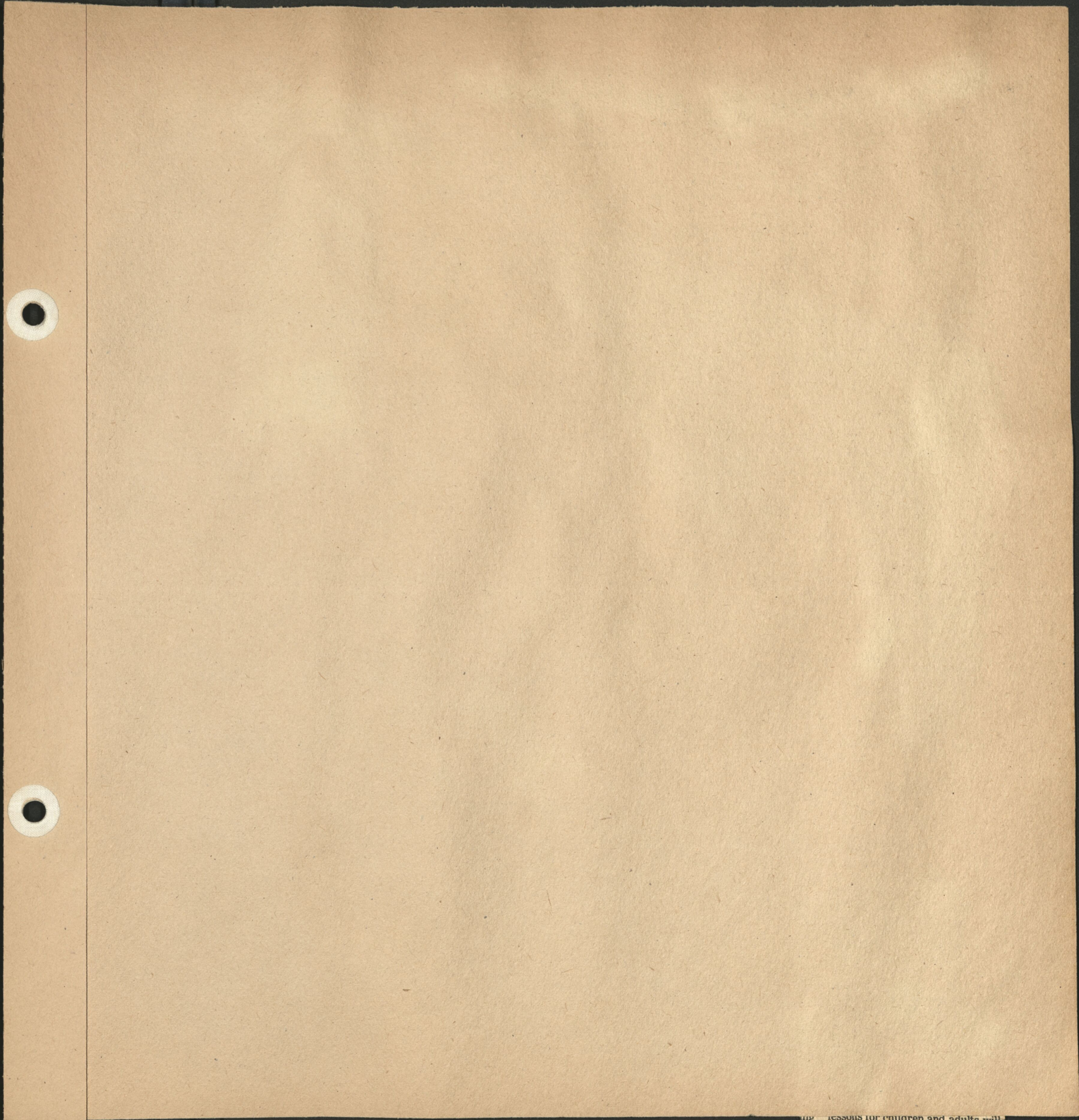
Sullivan, who was assisted in preparation of the plans by Design 1978.

Consultant Derek Romley, said the exterior will resemble "a small windswept village." "It looks like a bunch of buildings rather than one," the architect said.

Aesthetic considerations reflected in the interior of the building include the creation of "an interior street" in the hallway with benches, plants and streetlights. Colors and changing light patterns will provide stimulation for the visually handicapped, Sullivan said.

Sullivan said the Historic Districts Commission guidebook was closely followed during the development of the plans, "as evidenced in the use of horseshoe chimneys, medieval windows, and 'the old Sconset slab door which opens out.'"

Building Committee Chairman Norman Beach said Tuesday that construction on the building could begin as early as next fall with the facility ready for occupancy in



Mutual Cooperation keeps Nantucket storm damage minimal

by Suzanne DeHeart and
Amelia E. Bruno

Nantucket emerged relatively unscathed from the severe winter storm that battered the East Coast last weekend.

Because of the co-operation and vigilance of all the departments involved, potential emergency situations were quickly attended to and inconvenience was kept to a minimum.

The Department of Public Works remained on 24-hour call from the storm's outset on Friday through Tuesday, plowing, sanding and removing fallen trees and branches. Acting DPW Superintendent Harry Clute said the biggest problem, particularly with Monday's rain on top of Friday's snow, was keeping the storm drains open until the tide dropped. DPW workers made continuous rounds of the drains, keeping them free of ice and debris.

Clute also reported that his men have spent the last six weeks opening up waterways and catch basins on out of town roads that haven't been opened for years. Clute said this action "helped tremendously" in facilitating water drain-off during the storm.

Nonetheless, excessive storm water caused a sewerage joint on Hooper Farm Road to explode. Details are covered elsewhere in this issue.

The precarious Sea Street pumping station suffered no breakdown and operated at maximum capacity. "Thanks to Franklin Chase, it made it," Clute said. Chase monitored the pumping station approximately every two hours during the storm period.

Quick action on the part of the Nantucket Electric Company employees kept power outages to a minimum. The most potentially dangerous electrical emergency occurred when a high voltage line fell in the street by the police station Friday night. Line Superintendent John Topham quickly dispatched a man to the scene to keep people away until the eight man repair crew got there.

Topham also reported wires were down in the Cisco and Pocomo areas, and the on-again-off-again outages in town were caused by tree branches hitting the wires. This was particularly a problem on Orange Street, Topham reported.

The police reported that several minor automobile sliding accidents occurred over the weekend due, primarily to "joyriders in the storm". The Police served as an escort service for stranded hospital and Island Home per-

sonnel. Extra help and State Police assistance enabled the department to patrol roads, clear branches and alert the DPW about fallen timber.

Brant Point Coast Guard Station's Chief George Crooks said the stormy weekend was routine for them. "We're used to this kind of weather," he added. However, he also pointed out that most fishermen had secured their boats before the storm broke.

The Steamship Authority did not fare as well, with service interrupted from the time the 6:45 a.m. boat departed Monday morning until Wednesday afternoon.

Nantucket station manager Malcolm Soverino said the National Weather Service and the Nantucket Authority's own barometer put the storm at almost hurricane force.

As a result, the supermarkets suffered shortages. Daily bread deliveries were held up, while existing dairy and bakery items dwindled on the grocers' shelves. The First National experienced a run on goods as the threat of a fierce storm appeared more imminent. Tom Mara, manager of the First National, who had expected a Tuesday delivery of his weekly sale items and fliers, fears his sales will suffer somewhat. "In the old days, they used to fly perishables over when the ferry was inoperable, but the costs today are simply too high."

Airport Manager Kenneth Holdgate reported that the airport remained open during the entire storm period. However, since connecting airports were closed, there was little air traffic.

Holdgate did report some unexpected and unauthorized ground traffic Friday night. A

Cessna twin-engine T-50 wartime training plane broke loose and taxied backwards from the pumphouse down the parking apron past the flashing light warning board, across the taxi way and grass median strip onto and across runway 6-24 to the wind-sock, which is surrounded by a three foot high segmented circle made of 2X4's. The plane went through the circle and stopped, breaking three of the segments. Holdgate said it was amazing that very little damage was done to airport property or to the plane itself.

Friday night's storm caused some damage to an airport hangar. The roof edges were blown off by the wind, as well as a strip near the top.

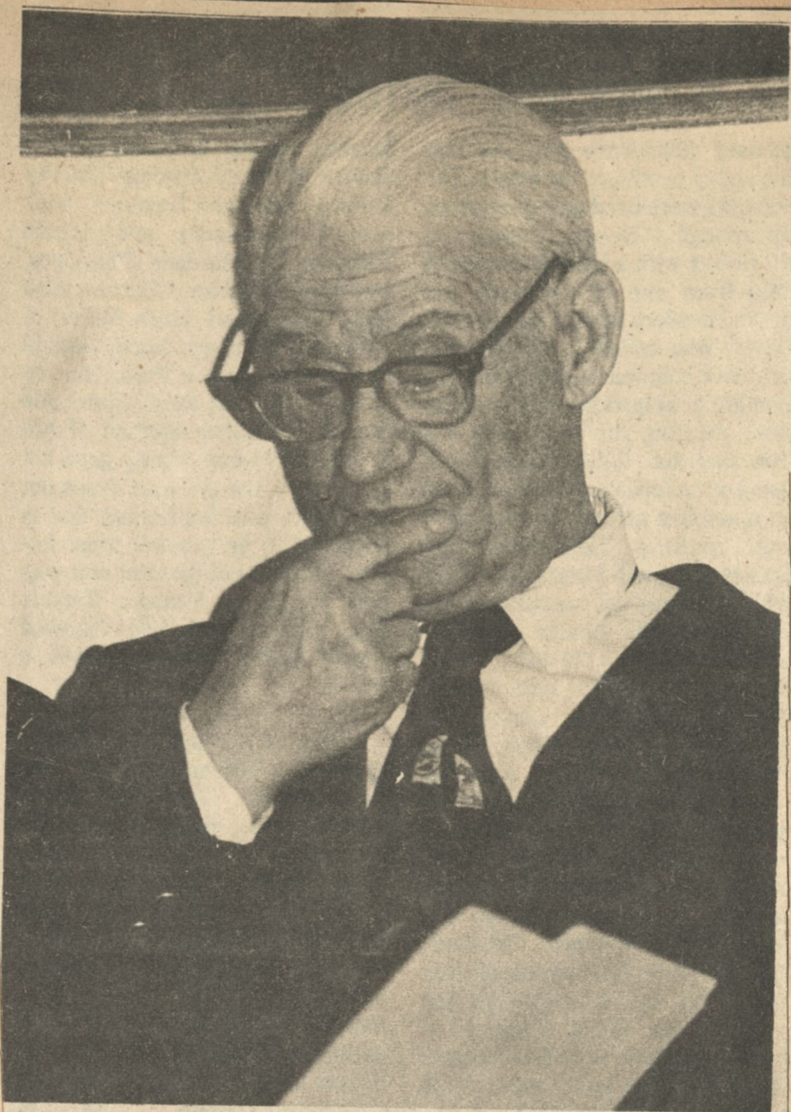
The Fire Department worked overtime on the weekend, pumping out houses - a switch from their usual duty of pumping water into fiery houses. Nantucket's firefighters bailed out 15 flooded basements in what Chief Gaspie described as "a volunteer service to the community". Engine 2, manned by five volunteers, pumped out the Mansfield reconverted barn on Trotts Hills Tuesday night. The house, which lies in a valley, was submerged in 2½ feet of rain water. "It looked like it sat in the middle of a lake", commented Chief Gaspie. The five worked feverishly in the bitter air to drain the Mansfield home, succeeding almost five hours later.

Police Captain Rezendes cited all the town departments for their commendable efforts "to make the best of a bad situation". In fact, each department head interviewed commended not only his own men but the co-operative spirit of other departments.

Selectmen make Steamship Authority appointments

Philip W. Read was reappointed to the Steamship Authority by the Selectmen last night. Read, who was appointed Nantucket's interim representative to the Authority two weeks ago to fill the vacancy created by the resignation of Adriaan Roggeveen, was the only applicant.

The Selectmen also appointed Bernard Grossman last night as Nantucket's representative to the Financial Advisory Board of the Steamship Authority. Grossman's is an interim appointment, filling the vacancy created by the resignation of Norman P. Giffin, and will be effective until the April election. The only other applicant for the position was Henry Kehlenbeck, whose application, Selectman Jack Gardner explained, was by way of offering to fill out Giffin's term in the event there were no applicants for the position.



The International Marine Archives' Open House offered a brief respite from Thursday's chill winds and featured a talk by Edouard A. Stackpole, eminent author and historian. Mr. Stackpole relived a small portion of Nantucket's rich mariner history with the attending patrons. His readings from marine logs was highlighted by Mayhew Folger's 1808 account of the discovery of Englishmen on Pitcairn's Island, the descendants of the famous Bounty mutineers.

"Everything has not been told," Stackpole said. He commended the non-profit IMA for its tireless research and compilation of over one million pages of manuscripts into microfilm in an attempt "to answer questions about Man and the Sea."

1837 — 140 Years Ago

The port of Nantucket was sealed by ice - "the arm of ice king upon us". The ocean was frozen as far as the eye could see and it was noted that the "same day which closed the year closed our harbor".

On January 5 a small schooner from West Falmouth managed to get through the ice to Great Point, landing several passengers and six mails. A number of individuals left town in sleighs and other vehicles to bring in the mails, etc. A thick snowstorm prevented their return to town until the afternoon of the 6th.

1877 — 100 Years Ago

The harbor, outer bay and sound were closed with ice. The island was completely shut off from communication with the continent.

Mr. A.S. Mowry gave up the management of a hotel in Brooklyn, having discovered it had not been left in the condition he had been led to believe, and he returned to the Springfield House, his Nantucket establishment.

1902 — 75 Years Ago

"A 'Sconseter, who had a dory he wished brought to Nantucket, hitched it to a horse a few days ago, and seating himself in the stern sheets, drove over to Polpis harbor, from whence he rowed the boat to town, friends taking the horse back to 'Sconset."

The little steamer "Petrel" was chartered by the M.S.P.C.A. in order for the local agent to follow their instructions to take food to the sheep on Tuckernuck.

The Abiah Folger Franklin Chapter, D.A.R., at their January meeting, took special notice of the death of the founder of the Chapter, Sara Wisner Whinthrop Smith, on January 2.

1927 — 50 Years Ago

The directors of the Citizens' Gas, Electric and Power Co. voted to construct a new gas plant "which will manufacture gas under new and up-to-date methods". The company also planned additions to the electric plant - a new and larger boiler, the erection of a new chimney, and a new roof on the electric station.

Members of the Junior Ride-Drive Club went out on their first horseback riding trip on the 23rd of December.

The Pacific Club-room had a new heater installed.

1952 — 25 Years Ago

Malcolm Soverino had reported to the Army Induction Base in Boston on December 27, as Nantucket's December inductee. He was the first of the young married men in Nantucket to be called.

The Reverend Clayton E. Richard and family arrived in Nantucket. Mr. Richard began his duties as Pastor of the First Congregational Church on Sunday, January 6.

As of January 1 Les Costa leased and operated the Town hangar at Nantucket Memorial Airport. The hangar was formerly operated by Don Allen Air Service.

1957 — 20 Years Ago

The last weekend of 1956 the island was hit by a heavy snow-storm. The barometer hit a new low for December - 28.5 on December 29, with a high temperature of 52 degrees before the storm broke. West winds were clocked at 55 mph with 75 in gusts. Electric power was off, in varying degrees of time, from the strong winds breaking the wires.

Dr. Wylie L. Collins was appointed Town Physician, replacing Dr. George A. Folger, who retired after 25 years in the position.

December 31 - Lincoln Porte retired after more than 40 years' service in the Post Office in Nantucket. In 1914, when he started, he delivered parcels post with a horse and cart.

December 31 - William J. Blair, chief of the Nantucket Fire Department from 1930-1947, died in Boston.

1962 — 15 Years Ago

On January 1 the Nantucket business office for the New England Tel. and Tel. Co. closed its doors and the business office was transferred to the Hyannis headquarters. Mrs. Marion Allen, Mrs. Mary Morgan and Miss Norma Minstrell resigned their positions rather than be transferred from Nantucket.

January 1 brought Nantucket 6 to 8 inches of snow. The island was at its most beautiful for the winter season on Monday and Tuesday, January 1 (night) and 2 (all day).

1952 — 25 Years Ago

A "good old-fashioned northeaster" hit on January 7 and 8. There was no boat from Friday to Tuesday. Snow, slush, ice and strong winds created havoc. Telephone and telegraph wires froze. High Tides flooded the streets and wharves. The Town Clock froze up with all hands at 6:45 Monday night. She remained frozen up until Wednesday morning.

1927 — 50 Years Ago

January 11 — the island was hit by a storm of heavy wet snow and frozen slush. The steamer missed her first trip since February, 1926.

Several Nantucketers made reservations for the ninth annual convention of the American Legion, to be held in Paris in September. They included Mr. and Mrs. Earl S. Ray, Mr. and Mrs. Wesley A. Fordyce and Lincoln Porte.

The Selectmen broke all tradition and elected a woman to the Finance Committee — Mrs. Walton H. Adams.

Walter Coffin purchased Brown & Co. hardware, for which he had worked for a number of years. It was to be conducted under the name "Coffin's Hardware".

1901 — 75 Years Ago

The 'Sconset Post Office closed for the season October 31.

Horace L. Gibbs was constructing a new hook and ladder house on the Platt property on Orange Street.

John Killen & Son were building an ice manufacturing and cold storage plant on Straight Wharf at the junction with Cross Wharf. They planned to use the present ice house, add a 2-story building 45 ft. long with the machinery on the ground floor. It was hoped to have the plant in operation by spring. A pipe had already been sunk to a depth of 43 ft. where a pure water supply was obtained. The ice was to be made from water from driven wells, first distilled, thus insuring pure, clear ice. The company was to be called the Nantucket Hygienic Ice Co. It was estimated that 20 tons of ice were used per day in Nantucket in the summer season.

1926 — 50 Years Ago

The telephone cable from Nantucket to the mainland was out of commission. The distance between the two ends — from Katama Point on the Vineyard to the landing point at Madaket — is approximately 19.3 miles. The trouble was found to be about 5.1 miles from Madaket and it was thought the cable had been fouled by the anchor of a fishing vessel.

October 27 — Death of Addison T. Winslow, aged 50. He had resigned his position as Postmaster on October 1.

The Nantucket Public Health Committee was organized, affiliated with the Mass. Tuberculosis League. The first officers were Clementine Platt, chairman; Nancy S. Adams, secretary; Horace Marks, treasurer; vice-chairman, John J. Gardner 2nd. Other members of the committee were Mrs. Anna Folger Huff, Mrs. Lillian Wood Thurston, and Miss Anna G. Swain. The object of the committee was to handle the sale of the Christmas Seals formerly done by the school children.

1951 — 25 Years Ago

On October 28 about 75 Girl Scouts and Brownies joined in a "Scouts Own" program in the North Church Vestry. The event was in honor of the beginning of Girl Scout Week and in celebration of the birthday of the founder, Juliette Low.

1876 — 100 Years Ago

The "Island Home" experienced one of the roughest passages over on December 16. For one full hour she was unable to make a least perceptible headway, under the highest pressure of steam. The passage to Woods Hole took 5 hours, 20 minutes.

The temperature dropped to 6 degrees above zero and the children were allowed out of school to enjoy the skating.

1876 — 100 Years Ago

There was an easterly storm on the 20th and 21st, with heavy rains and extreme high tides. The wharves were submerged. There was no steamer - and consequently no news from the mainland - from Saturday night until Wednesday night.

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1901 — 75 Years Ago

The planets Venus, Jupiter and Saturn formed an oblique line in the southwestern heavens on Sunday, November 17, just after sunset. They were rapidly drawing closer together, a circumstance which would not again be in these positions for 1200 years.

A northeast storm on November 24 brought heavy rains. The wharves and Brant Point area were submerged. A partially completed cottage at Beachside was completely wrecked. Fences, shutters, etc. were laid flat and smashed. Windows in the North Congregational Church were blown in.

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1926 — 50 Years Ago

The Selectmen's meeting was called to order at 7:03 p.m. Records were read and approved. Bills were presented, approved and ordered paid. 2 permits for dances were granted. The meeting adjourned at 7:07 p.m.!

The Nantucket Firemen's Association held their first ball in Red Men's Hall Wednesday evening, November 24.

November 21 - death of Henry Brown, age 90, an important figure in the life of Nantucket town for many years. For 36 years he had owned and maintained a hardware store on Main Street. He was president of the Savings Bank from 1914, for 18 years a director of Wannacomet Water Co. and president since 1914, a director of the Island Service Co., the first president of the Old People's Home Association, and one of the oldest Masons in the country, having been a member for 69 years.

1901 — 75 Years Ago

The new Pollock Rip lightship, just completed, was the first craft of its kind ever built at the Speden Ship-building Co. in Baltimore. The vessel had a steel hull, 112 ft. long x 28.6 ft. beam. She had fore and aft engines to give propelling power in case she broke away from her mooring and a steam automatic riding windlass.

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1876 — 100 Years Ago

Walter Folger, whose famous clock was known the country over, observed his 90th birthday on November 12. He still was in charge of the Town Clock.

50 dories were launched at the south side on the 14th and 15th, with very successful catches. James A. Holmes and Charles Cash landed 300 fish on the 15th.

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1926 — 50 Years Ago

On December 5 6.4 inches of snow fell - the heaviest snowfall recorded in Nantucket in December in one storm. The first ti sleighing was also noted for the month of December. Temperature dropped to 16 degrees.

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1961 — 15 Years Ago

Nantucket Historical Trust began the renovation of the Ocean House. The porch around the front and the sun parlor (which had been added in 1904) was removed. The Ocean House Annex, across the street, was also to be demolished.

Island Marine Service, Inc. advertised "For Sale: Two Used Rainbows".

1951 — 25 Years Ago

The Nantucket Historical Association received a gift from Mrs. Allen Melhado of the Property at No. 4 Mill Street. The house had been built in 1801 by Richard L. Coleman and had been owned by Sheriff Jeremiah Lawrence, Love Calder, James M. Bunker and Leonora E. James.

1837 — 140 Years Ago

Spermaceti oil imported into the United States from the Pacific Ocean alone for the year ending December 31, 1836, totaled 106870 barrels. 18 ships from Nantucket accounted for 35,157 barrels, second only to New Bedford's 23 ships with 39,654 barrels.

During the week from January 7 through 14 only one vessel arrived, the sloop "Fame", via Edgartown. The harbor was closed with ice.

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1877 — 100 Years Ago

The ice in the harbor was thick and hard, and skating on the harbor was excellent.

Albert Easton sold his farm at Eat Fire Springs to J. B. Tibbets. The sale included all the lands in Squam owned by Mr. Easton.

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1876 — 100 Years Ago

What was believed to be the first time Hallowe'en was commemorated in Nantucket took place at the home of Benjamin Sharp's mother when a number of his friends assembled to celebrate "All Hallows Eve". Games, singing and refreshments were enjoyed.

Leon Lewis purchased 28 acres of Sherburne Heights from the Cliff Co. and Capt. Eben M. Hinckley. He planned to erect "a fine summer residents" on the land.

On November 4 the fishing schooner "Charles H. Killey", coming in over the bar struck a dory occupied by Enos Sylvaro, sinking it with his gear and catch of clams. Sylvaro caught the bobstay of the schooner and climbed aboard. On entering the dock the vessel ran into and sank a sailboat belonging to Sylvanus Andrews. The owners of the dory and sailboat claimed damages. The crew of the fishing vessel claimed the accidents were caused by the carelessness of the other parties.

1901 — 75 Years Ago

Henry S. Wyer's new book "Picturesque and Historic Nantucket" appeared on the book shelves. It was full of excellent illustrations, historical facts, and poetry.

Over 25 barrels of perch were taken in seines from Miacomet Pond on December 14.

Powerful signal lanterns were to take the place of those presently in use on the weather bureau tower. They would be visible from as far away as Great Point.

1836 — 140 Years Ago

"The Inquirer" announced new acquaintances through the mails — "half a dozen promising germes, just shooting forth into the sunshine of fame." They were "The Michigan City Gazette", a weekly; "The Vermont Courier" from Woodstock, a weekly; "The Jersey City Gazette", semi-weekly; "The Staten Islander", printed in Chelsea; "The Democrat", a half-sheet from New York, and "The Workingman's Advocate & Democratic Journal", from Greenfield, Mass.

1902 — 75 Years Ago

The flock of sheep on Tuckernuck, which had been the cause of a court cast recently because of neglect, were purchased by H. G. Worth and Clifford Turner. The sheep were ferried to Eel Point, driven to Town, where they were slaughtered and sold. There were 187 sheep in the flock.

14 graduates of Nantucket High School received their diplomas as exercises held at the North Congregational Church on January 30.

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LOOKING BACKWARD



Compiled by Merle Orleans



1837 — 140 Years Ago

On February 7 vessels reached the wharf through a channel made by blowing up the ice with bottles of gun powder. On the 8th the sloop "Glide" left for West Falmouth with 6 weeks mails.

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1877 — 100 Years Ago

An Inquirer and Mirror editorial appeared on "the wonders of knowledge". In part it stated "We are now to have the means of sending the oral as well as written messages, actually hearing the voices of our loved ones, separated from us by distance."..... An experiment was carried out "where a number of persons in Boston conversed with another party in Malden, the distance between the two parties being six miles..... This new discovery, the 'telephone' is yet in its infancy..... we hope to see the day when we may.....even whisper 'Good Night' to our friends across the ocean."

"A free lecture will be given in the Unitarian Church tomorrow evening. Subject: Bad grammar and bad manners. There will be no services in the church in the morning."

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1902 — 75 Years Ago

Town Meeting voted to purchase the Upham property on Centre Street (south corner of Quince) as a site for an engine house for the steam fire engine, the old house being considered too damp. \$1300. was appropriated.

February 2 and 3 brought Nantucket a westerly gale remarkable for its long-continued high velocity, being steady at 60 miles for about 12 hours. It was one of the severest "tempests" in years. Damage overall was slight, but the wind broke off the topgallant mast at the Marconi wireless telegraph station in Sconset, bringing down wires and disabling the entire plant.

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1927 — 50 Years Ago

The Selectmen, at their meeting February 9, received a communication from the Wannacomet Water Company, stating that the town was now being served with water from the Wyers' Valley wells. This was the direct result of an inspection by the State Board of Health.

A Naval Ball was given at Red Men's Hall under the direction of a committee of the Nantucket Coast Guard Base. All tickets were sold out well in advance. An orchestra came from New London on the destroyer "Fanning". The Grand March was led by Commander Farwell and Mrs. Towhill, "wife of one of the enlisted personnelle."

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1952 — 25 Years Ago

A 25 percent rate increase was granted the Wannacomet Water Company February 7 by the D.P.U. This was the first increase in 25 years.

16 Cub Scouts graduated to Boy Scouts. They were Michael Bachman, Keith King, Franklin Lamb, Robert McGrady, Walter Miko, Robert Driscoll, Daniel Fleming, John Gooch, Stephen Walker, Richard Minstrell, Gerald Pickett, Edward Williams, Butler Brownell, Richard Congdon, Richard Conrad and William Garnett.

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1957 — 20 Years Ago

Ray DeCosta represented Nantucket in the "angler vs swimmer" contest at the Sportsmen's Show in Boston.

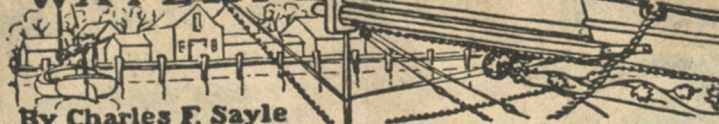
The keys of a new 1957 Chevrolet sedan were presented to the High School Superintendent, Richard J. Porter, by Albert Manning, of Island Chevrolet. This was the official beginning of the Driver Education program.

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1962 — 15 Years Ago

The Ocean House Annex, at the corner of Centre and Gay Streets, was being torn down.

WATERFRONT NEWS



By Charles F. Sayle

This is the roughest winter here in well over 50 years, with the cold lasting a much longer time than the winter of 1933 and 34. That year the cold and ice only lasted about 7 weeks, though the temperature hit 8 below zero one night. The winter was quite mild until about the first part of the last week of January. The cold set in fast, with low temperatures and when the ice set up in the harbor, it was eleven days before the boat was able to get out past Brant Point. After getting across a couple days, she was caught in here for 2 or 3 more around the 3rd week of February. The ice then slacked up, though the Sound was full of ice till mid-March, but the "Nobska" was able to handle it well. That winter there were ice boats and skaters on the harbor. This winter, though not so cold has lasted twice as long already, as the 1933-34 one.

Last Wednesday the M.V. "Uncatena" was fetched up by a pressure ridge about 2 miles off the jetties. The C.G. tug "Yankton" with her 1,000 H.P. worked out to meet her and assisted the "Uncatena" in. She started back and became stuck in the channel just inside the end of the jetties; and headed across the channel. The "Yankton" made a pass around her and helped get her squared away again, continuing on to the west-ard with the "Uncatena", having another job over in Buzzards Bay that night.

Thursday the "Uncatena" left Woods Hole at 7:30 a.m. reaching the heavy ice about two miles off. As the "Yankton" was not on hand to help, she had to call off the trip and return to Woods Hole. We had a few hours of light S.W. wind Thursday, but it was not enough to loosen the ice packed against our north shore.

Monday, our gasoline supply was out and about a days fuel oil left, when word came the towboat "Mobil 8" and barge "Mobil 20" were on the way from N.Y. and had left the Vineyard that morning, with 20,000 barrels of gas and oil aboard. The "Uncatena" came over also and reaching the pressure ridge about 2 miles off called in that she was putting back to Woods Hole, but orders from the office were to try for a couple hours more. The "Yankton" was near 3 hours from Steamboat Wharf to Brant Point and a couple more to the end of the jetty, where she found the going a little better for a ways out. She helped get the "Uncatena" in and out again. The tug "Mobil 8" with 1600 H.P., about 600 more than the "Yankton" smashed her way in, rounding Brant Point around 3:15. The "Yankton" had come into the Boat Basin and broken a path into the tanker pier. "Mobil 8" followed, breaking a wider path, before bringing the barge, drawing 12' in. She got stuck about 80 feet short for a while, the tide by 4:30 p.m. been falling a little over an hour. The skipper did a good job with the ice as to jam it too much could have damaged the piers and boats in the basin.

No gas signs had been posted at the gas stations Monday the little left in their tanks being held for emergency use, but when the tanker entered the Basin, the signs came down.

6,000 barrels were pumped out here during the night and tug and barge left again Tuesday at 7 a.m. headed for Vineyard Haven to pump out the rest. With the help of the "Yankton", "Mobil 8" and barge reached the end of the jetties about 10 a.m., hard going for the two towboats. By 1 p.m. they could be heard talking, over the scanners, but were out of sight to the north and west. The "Yankton" had to go to the west-ard on another job. As there was no help here, the "Uncatena" did not attempt the trip over Tuesday.

Shellfish Warden Holdgate has requested the Selectmen to up the scallop limit so when the boys can get a chance to fish, they can try and make up a bit for the weeks lost this winter. Edwin Nickerson managed to get out one or two days at the west end last weekend when the temperature rose and the ice moved out, but the harbor in town is froze in good, and it looks as though it will be a while before anyone will be able to do much fishing.

The Nantucket Fishermen's Assn. will hold its February meeting, 7:30 p.m. Sunday the 13th. Bill Klein of the Nantucket Planning and Economic Development Commission is coming to talk on the Town Wharf and answer any questions concerning the project. All members and anyone else interested are urged to attend.

WATERFRONT NEWS

By Charles F. Sayle

The M. V. "Uncatena" arrived here last Wednesday afternoon, her first time over since Monday. Heavy ice in the Sound has hampered all vessel movements between here and Woods Hole. The buoy tender "Bittersweet" broke the channel in for the "Uncatena". The "Uncatena" brought a good load of food over as store shelves were getting shy of some foods.

Two fishing draggers had left here, the "Mondego II" and "Falcon", and both were stuck in the ice off the jetties. The "Bittersweet" and Coast Guard tug towline helped free them.

The "Uncatena" left Woods Hole Thursday, about 2 hours earlier than usual, so she would arrive here at about her regular time. Bucking the ice causes the trip to require 2 to 2½ hours longer. The buoys in the Sound and Nantucket harbor channel have all been shifted off their stations by the ice fields, so all the night runs have been cancelled for the time being. Coast Guard ice breakers have been working around here through the past week to keep the boats running.

Thursday afternoon the tanker "Poling Bros. No. 7" arrived at the tanker pier, with the help of the "Bittersweet", bringing a good load of diesel oil for the power company, whose fuel tanks were getting down to a 3 or 4 day supply. The tanker arrived here, deep laden about dead low water, and it was a good low one. She got in within about 130 feet of being able to hook up to the tanks, and stuck in the mud. Later on in the early evening the tide rose enough to let her get into the berth.

She pumped out and left around 6 a.m. Friday, getting stuck in the ice about a half mile off the jetty. After the ice breaker escorted the "Uncatena" over that afternoon, she went back out and freed the tanker, which was able to start on her way to the west-ard about 3 p.m. The temperature reached up to 34 degrees during the afternoon, a heat wave for a change.

Friday afternoon a towboat and small barge managed to go alongside the grounded British trawler "Croesus", grounded off to the north of Tuckernuck, and pump the 1,200 gallons of diesel fuel oil out her tanks. She still lays aground in about 3' at low water.

The heavy ice in the harbor has done extensive damage to private piers from the Yacht Club around Brant Point to the Coast Guard Base. All the piles on one pier are pulled up and it lays at about 35 degrees to the east-ard. Other piers pulled out of shape as piles have lifted several feet. It will take some work, come spring, to put them back in shape.

Henry Wasierski got out scalloping Monday, first trip out in a good 2 weeks. He managed a good trip out of 2nd Bend, Coatue. Tuesday was another mild day, after a warm rain and Henry, with 3 or 4 other boats got in another days scalloping. There is plenty of heavy ice drifting in and out of the harbor with the tide and one does not want to bump one of those big chunks very hard. The Sound is still full of heavy ice, moving with the wind and tide. The ice seemed to be slacking some Monday and the steel hulled sea scalloper, "Susan Y" started out scalloping. Word Tuesday was that he ended up in Woods Hole instead of off Pollock Rip. The M.V. "Uncatena" started out of Woods Hole for Nantucket, Tuesday, but put back again on account of ice and heavy fog, with no buoys on their stations. She ran into heavy ice about 4 miles off here and could not get through.

(Cph)
A year ago last summer the ketch "Sea Lion I", after laying in here many months fitting, started south to sail around Cape Horn. The steel hulled boat belongs to John Edwards of Vancouver, B.C. and one of the crew is Rick Woods who has many friends on the island. The boat slowly made her way south, in no hurry as John went back to work another hitch on the Alaska pipe line. Putting in to ports in Brazil and Argentina, they finally arrived at Port Stanley, Falkland Islands around Christmas time. A letter mailed by some friends Rick, John and Martin met there, Lonnie and Orlanda Butler, tells of the boys being fine and in great spirits as they set sail to round the Horn. They left Port Stanley Jan. 10 about 5:30 local time, with about 5 days to the Horn with good luck. When they started the wind had been easterly in the area the past 10 days, a fair wind around for them if it continued. As they left it was flat calm and they had to use their engine to get out of the harbor. This is summer down there and the best time of the year for them to go around, for winter down there brings mostly westerly gales, right ahead. The boys are having quite a trip and one that will long be remembered.

This is a long cold winter around here. The winter of 1799 and 1780 was one similar, though perhaps much rougher for the islanders then as they did not have the modern day comforts.

By mid-December, 1779 the harbor was freezing over after a cold fall as this season. Cold weather and heavy breezes during the fall, then made it hard to get in the needed supply of firewood and some food from the mainland, so when winter really set in, supplies were low. By the end of December people were walking over the harbor to Quaise and Polpis.

By January 15, 1780, no water could be seen in any direction from any part of the island, and before that winter ended, the island saw some pretty tough times. There were no steamers in those days to push through the ice and with only sailing vessels, it was a long time before supplies could be brought over.

1962 — 15 Years Ago

March 6 — death of Archibald Cartwright, age 78. He was the last Nantucketer to go on a whaling voyage, having shipped out on the "Sunbeam". He was a retired Chief of the Fire Department and also served as Curator of the Whaling Museum.

Nantucket Historical Trust announced that the former Ocean House would be re-named "Jared Coffin House" in honor of the man who built it.

FIRST CONGREGATIONAL CHURCH

Dr. Mark B. Strickland, Minister — Service 10 a.m.
Palm Sunday Sermon: "Standing in the Way"

Sunrise and Sunset

Jan. 27	6:56 a.m.	4:50 p.m.
Jan. 28	6:55 a.m.	4:52 p.m.
Jan. 29	6:55 a.m.	4:53 p.m.
Jan. 30	6:54 a.m.	4:54 p.m.
Jan. 31	6:53 a.m.	4:55 p.m.
Feb. 1	6:52 a.m.	4:57 p.m.
Feb. 2	6:51 a.m.	4:58 p.m.

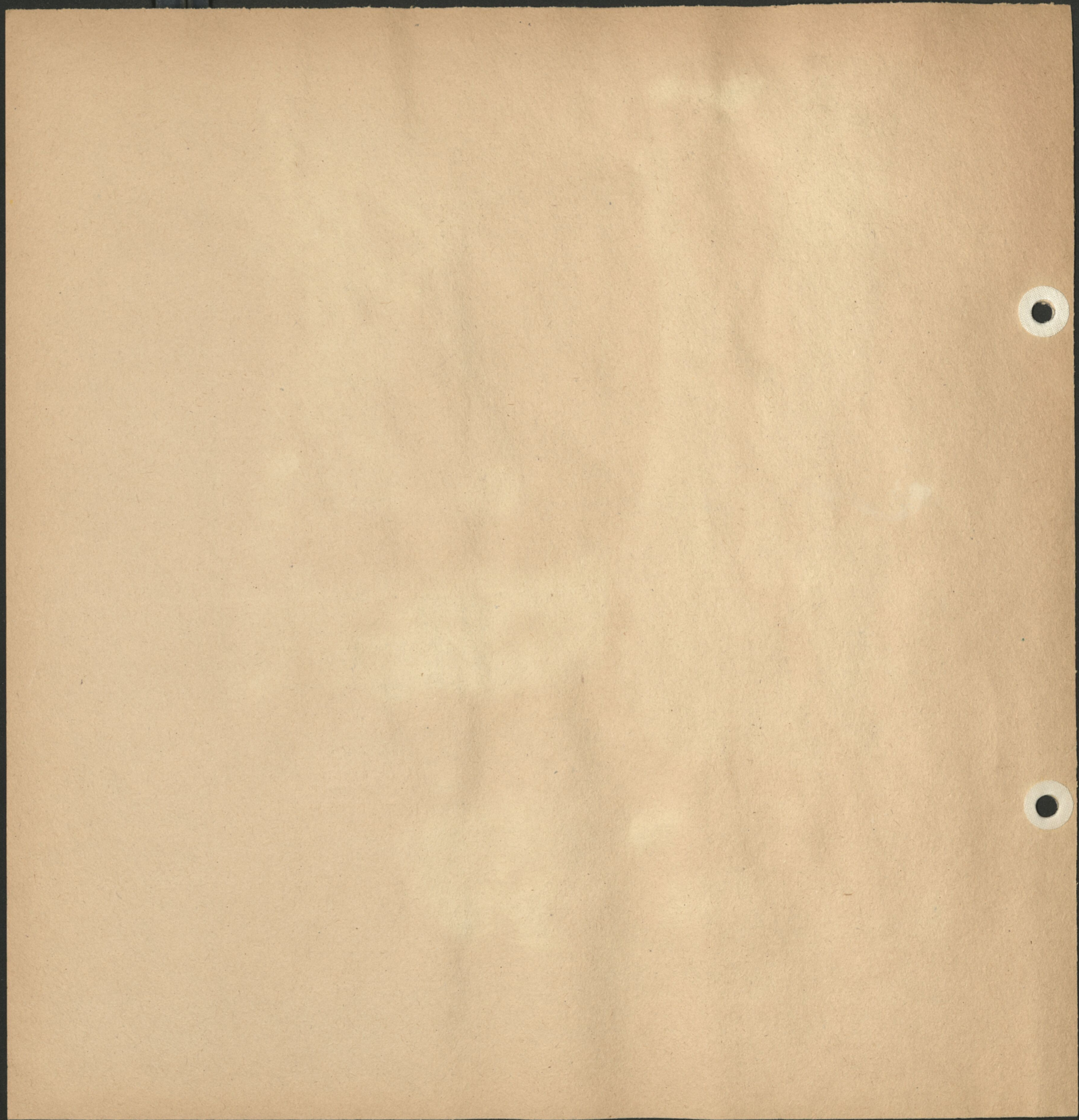
At noon today the sun was 30 degrees 24 minutes above the horizon. The sun rose and set 24.75 degrees south of east and west.

Tides

	High	Low
Jan. 28	6:42 a.m.	12:47 p.m.
Jan. 29	7:35 a.m.	1:43 p.m.
Jan. 30	8:28 a.m.	2:36 p.m.
Jan. 31	9:18 a.m.	3:37 p.m.
Feb. 1	10:06 a.m.	4:14 p.m.
Feb. 2	10:52 a.m.	4:57 p.m.
Feb. 3	11:35 a.m.	5:39 p.m.
Feb. 4	12:18 p.m.	5:52 a.m.

"What is not good for the hive not good for the bee."

Marcus Aureli



Nantucket joins Martha's Vineyard in fight against redistricting - Islands threaten to secede if disenfranchised

"In light of the state's decision to disenfranchise the islands and cut our representation in the legislature, are you in favor of secession?"

This question, or one very much like it, will appear as a non-binding referendum on the ballots of Nantucket and Martha's Vineyard if the course of action proposed by representatives of the two islands last Saturday is carried out.

The referendum is one step in the fight against the planned redistricting of the House of Representatives, which will eliminate direct representation from the islands and group Nantucket and Martha's Vineyard with the First Barnstable County district.

Martha's Vineyard Representative Terrance McCarthy (I-Oak Bluffs) flew here last Saturday, and in a meeting with Nantucket Representative J. Sydney Conway and Selectmen Mitchell Todd, Jr., and Clair E. Butler, sought Nantucket's support in obtaining legal counsel to fight the redistricting plan proposed by Rep. George Keverian.

Further plans call for the preparation of a "proclamation" of grievances to be drawn up with the help of Nantucket historian Edouard Stackpole and Martha's Vineyard historian and writer, George Adams. Adams accompanied McCarthy to Nantucket Saturday.

Drawing a parallel to the colonies prior to the revolution, McCarthy said, "They started out to negotiate, not to revolt, but England kept saying 'See you later.'"

The proclamation, as outlined by McCarthy, will be worded to indicate that the islands would rather not secede from the Commonwealth, but "if they persist in removing powers from local counties into state control, we have no choice but to leave."

"This will give us the voice we need to explain our predicament to

the residents of the state," McCarthy said, adding that it will also serve as a document to spell out the grievances to the State Supreme Court, who will decide the legal issues involved.

"Whatever we do, we've got to stick together," McCarthy said. The two Nantucket Selectmen enthusiastically endorsed the

proposed course of action and offered unqualified support pending the approval of Selectmen Jack Gardner and Esther Gibbs who are off island.

"We've got to be prepared when Keverian's plan is filed," McCarthy stressed. "we have to have a lawyer ready to petition the

(Continued on Page Two)

Islanders respond with gusto to secession threat

by Suzanne DeHeart

The last time Nantucket threatened to secede was over the issue of whether Nantucket or the Commonwealth owned the island's ponds. The issue was resolved and secession averted when Judge Caroline Levine ruled that the ponds belonged to Nantucket.

Only now have Nantucketers had occasion to grasp the obvious moral of that incident: if at first you don't secede, try try again.

Despite the serious intent behind the current secession threat, island residents have seized the idea with a gusto that belies their usual stoic reaction to life's vicissitudes.

Nor are they daunted by the threat of war implicit in a move toward secession. In fact Fire Chief John Gaspie has outlined a strategy that would make war a welcome source of revenue. Confirming the fact that a uniformed militia of 75 men stands ready, Gaspie revealed his plan. "We are going to fire two shots," he said, "then surrender and ask President Carter for foreign aid."

Once the war is out of the way, what then?

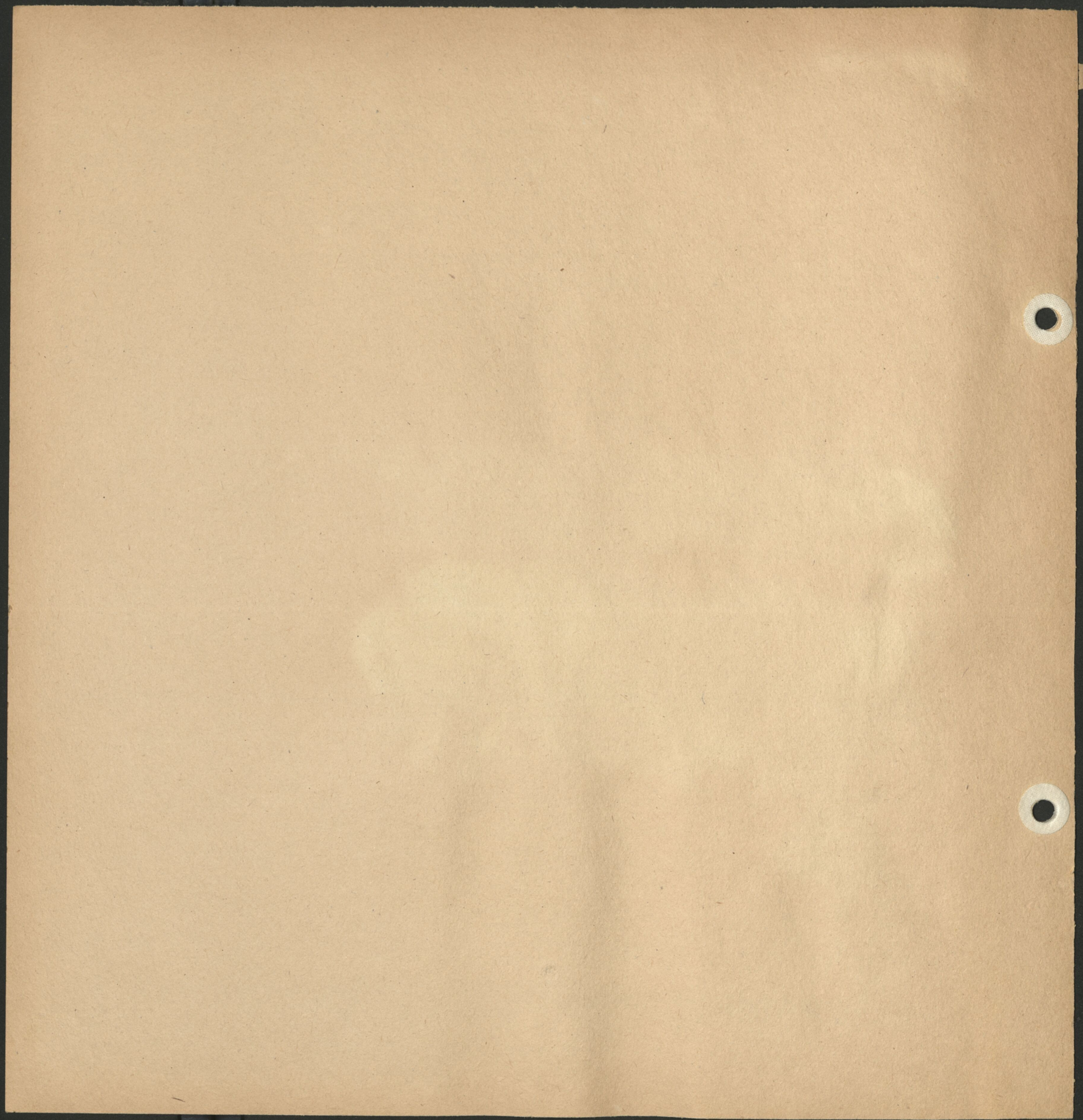
Marge Branson, Secretary to the Board of Selectmen, has already received an anonymous phone call from New Hampshire extolling the tax benefits of becoming part of that state.

However, Selectman Mitchell Todd, Jr., has indicated a preference for reaping our own tax benefits, and many others have dismissed the more practical options of statehood or protectorate status in favor of visions of a Monaco-like principality, complete with royalty and legalized gambling. A fairy-tale prince and princess, whose identity no one is willing to predict, would preside, doling out revenues accrued from gambling tourists.

Superior Court Clerk Gertrude Whelden painted a clear picture: The gambling casino would be situated at Wauwinet, with hourly launches making the trip from Steamboat Wharf.

A principality may not be a realistic form of government in view of the many long-suppressed power drives that are emerging. A lot of would be chief justices and ambassadors have made their ambitions known, not to mention those who see themselves as prince, king, or even czar. It is evident that an independent Nantucket is in clear danger of having too many chiefs and not enough Indians - or too many princes and not enough peasants.

Whatever happens, the chance to indulge in a pell-mell rush toward Utopia is a welcome respite from the rigors of a long winter.



Grants
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